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PORTLAND

1905

WHAT TO SEE AND
HOW TO SEE IT

VISIT THE

Exhibit of Oregon's Produc

AND

Bureau of Information

OF THE

Portland Chamber of Commerce

Stark Street, Between Third and Fourth

Printed Literature Regarding Portland
and Oregon for FREE Distribution

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The view from the top of the Observatory, at an elevation of about 1,000 feet above the city, is grand beyond description. It is a summit point commanding the great snow peaks of the Cascade Mountain Range, and the beautiful valleys of the Columbia and the Willamette spread out in grand panorama, with both rivers showing here and there like bands of silver. This is also the best point to see the cities of Portland, Vancouver and Oregon City, and the numerous small towns in this vicinity. The City of Portland cannot be seen from Council Crest owing to its location back in the hills about one mile south from the Observatory. While Council Crest is about 150 feet higher than the Tower, it does not command the grand view seen from the Observatory, which has an elevation of 105 feet above the ground. The view changes according to the time, and visitors should see the Morning, Sunset and Night Views before leaving the city. **Half way up the Tower is a Cafe where first-class light refreshments, ice cream, etc., will be served. From this elevation *the view is* practically as good as at the top.**

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The view from the top of the Observatory, at an elevation of about 1,000 feet above the city, is grand beyond description. It is a summit point commanding the great snow peaks of the Cascade Mountain Range, and the beautiful valleys of the Columbia and the Willamette spread out in grand panorama, with both rivers showing here and there like bands of silver. This is also the best point to see the cities of Portland, Vancouver and Oregon City, and the numerous small towns in this vicinity. The City of Portland cannot be seen from Council Crest owing to its location back in the hills about one mile south from the Observatory. While Council Crest is about 150 feet higher than the Tower, it does not command the grand view seen from the Observatory, which has an elevation of 105 feet above the ground. The view changes according to the time, and visitors should see the Morning, Sunset and Night Views before leaving the city. **Half way up the Tower is a Cafe where first-class light refreshments, ice cream, etc., will be served. From this elevation the view is practically as good as at the top.**

Portland, Oregon -- Chamber of Commerce

What To See and How To See It

Hand Book and Guide, Containing Valuable Information About

Portland and Vicinity

Together with an Account of the Lewis and Clark Expedition ¶ Illustrated with Views of the Columbia River, Ocean Scenery, Northwest Industries and Scenery, Principal Buildings, Schools, Churches, Street Scenes and Map of Portland

PUBLISHED BY

MULTNOMAH PRINTING COMPANY, Inc.

UNDER AUSPICES OF

PORTLAND CHAMBER OF COMMERCE

PORTLAND, OREGON

1905

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Portland, Oregon

Joseph Lane,
rial Governor, 1849.

John Whiteaker,
First State Governor, 1859.

State Capitol, Salem.

Dr. John McLoughlin, 1824.
Chief Factor Hudson's Bay Co.

Col. Joseph L. Meek,
First United States Marshal.

William H. Gray, 1836.
One of the First American Missionaries

Geo. Abernethy,
Provisional Governor, 1845.

Monument Marking Birthplace of American Civil Government on the Pacific Coast, Champoeg, Oregon, May 21, 1843.

Provisional Government Seal, 1843-1849

al Seal, 1849-1859. Only fac-nile ever made or used.

Seal used for 40 years. Did not conform to Act and was discarded.

State Seal as described by the Act.

t Fac-simile Territorial Seal, sed on printed matter.

Seal used since 1904. Don't conform to the Act.

First fac-simile made. Was used on printed matter for years.

Sacajawea Statue.

Pivotal Points In Early Oregon History

By GEORGE H. HIMES

Assistant Secretary of Oregon Historical Society

The origin of the word "Oregon" is enveloped in doubt. So far as known, the name was first used by Captain Jonathan Carver, of the Provincial troops in America, in his account of "Three Years Travels Through the Interior Parts of North America for More Than Five Thousand Miles," in the years 1766-1768, which was first published in London in 1778. There is no evidence in the book of his having gone further west than some point in Minnesota of today, and no explanation of how he came to use the word. He simply refers to "The Oregon, or the River of the West," and stops. An editorial writer in the New York Herald in the spring of 1846 says the word "Oregon" was derived from an Indian word which was applied to the Rocky Mountains, signifying the "backbone of the continent." Slight color is given to this theory by the fact that a map compiled by the Bureau of Topographical Engineers at Washington, in 1838, refers to the "Rocky or Oregon Mountains." Mystery surrounds the name, however, and it is not probable that the searchlight of historical investigation will ever penetrate it.

To Captain Robert Gray belongs the honor of discovering and naming the Columbia River. He and Captain John Kendrick were the first Americans to circumnavigate the globe. Captain Gray sailed around the earth the second time in 1790-92. On May 11 of the latter year he sailed into the Columbia River, and remained a week, trading with the Indians, replenishing his water casks, etc. He named the river after his vessel on the 19th, and sailed out on the 21st. In that way the "Oregon, or River of the West," of Captain Carver, came to be known as the "Columbia." Captain John Kendrick was the first man to unfurl the Stars and Stripes in Japanese waters. This was in the year 1791. He sought to open trade at the time, but the exclusive policy of the Japanese prevented. He was in command of the sloop Lady Washington, a consort of the Columbia.

While great credit is due President Thomas Jefferson for organizing the Lewis and Clark exploring expedition, there is good reason to believe that the first hint he had of its prospective value to the infant republic of the United States was given him by John Ledyard, a native of Connecticut, who, as a marine, made a voyage into the Pacific Ocean with Captain James Cook, an English navigator, leaving England, July 12, 1776, and returning over two years later. During this time he touched at Nootka sound, and became aware to some extent, at least, of the importance of the fur traffic, and at once sought to impress his countrymen with its significance. Many efforts failing, in 1785 he sought Thomas Jefferson, then Minister to France, and laid his plans before him, emphasizing the advantages which would ac-

crue to the United States if a trading expedition was organized to explore the Northwest Coast of America, providing it was operated by American capital. During Ledyard's stay in Paris he formed the acquaintance of John Paul Jones, the father of the American navy, and besought his aid. Jones eagerly seized Ledyard's idea, and made an attempt to fit out two vessels, but lack of funds prevented the success of the scheme.

From the hints he had received from Ledyard, supplemented by information gained by carefully watching what seemed to be the probable movements of the English, together with an acquaintance in some measure with the results of Captain James Cook's voyages in the Pacific, Jefferson, with providential foresight, as it would seem, in view of the changes one hundred years have wrought, determined to do all he could to equip and send an exploring expedition to the Pacific Ocean. Accordingly, he proposed that the American Philosophical Society of Philadelphia undertake the enterprise, and that it be supported by private subscriptions. All the funds needed were secured, Jefferson, himself, being a liberal contributor, and it was proposed at first to send out but two men. Meriwether Lewis volunteered to be one, and Andre Michaux, a noted French botanist, was chosen to go with him. About this time, or soon afterwards, French political schemes interfered with the proposed plan of operation, Michaux being recalled by his own government, hence the expedition was abandoned for the time.

The importance of the project he had encouraged grew upon Jefferson through the intervening years up to the time he was elected president in 1800. Then the way to successfully carry out the scheme became clear to him; and in a message to Congress he proposed that an expedition be authorized to "explore the Pacific," and $2,500 was appropriated "for the purpose of extending the external commerce of the United States." It should be remembered that this was done before the purchase of Louisiana was thought of. Jefferson selected Captain Meriwether Lewis to lead the expedition, and Lewis selected William Clark to be his companion. A company of forty-one men was organized and the expedition started from a point a few miles north of St. Louis on Monday, May 14, 1804, and arrived at the village of the Mandans on November 2, 1804, when it went into winter quarters, and remained until April 7, 1805, when the westward journey was renewed. After overcoming almost insurmountable obstacles, the party arrived at its final winter encampment on December 7, 1805, and proceeded at once to build a small fort—a stockade fifty feet square—enclosing seven cabins. On January 1, 1806, this was named Fort Clatsop. The site of this fort is about six miles south of Astoria. The party left Fort Clatsop March 23, 1806, and arrived at St. Louis, September 23, of the same year.

Captain Meriwether Lewis was born in Albemarle County, Va., August 18, 1774, of English ancestry. At the age of twenty he volunteered to assist in suppressing the well-known "Whiskey Insurrection" in 1794. He was appointed ensign in the regular army in 1795. In 1797 he was promoted to a captaincy, and appointed private secretary by President Jefferson in 1801. Early in 1803 he was selected by the president to lead the exploring expedition to the Pacific Coast. After returning to St. Louis, he resigned his commission on March 2, 1807, and the next day was appointed Governor of Louisiana Territory. While on a tour in connection with his official duties *he died on October* 11, 1809, in Tennessee.

Captain William Clark was born in Caroline County, Va., of English ancestry, on August 1, 1770. He married, first, Miss Julia Hancock on January 5, 1808, and after her death in June 27, 1820, he married Mrs. Harriet Kennerly Radford, November 28, 1821. He became a member of the Society of Cincinnati, March 1, 1787; was appointed ensign, U. S. A., 1788, and captain of militia, N. W. Territory, January 8, 1790; lieutenant in U. S. infantry, March 7, 1791, from which he resigned on account of ill health on July 1, 1796. He re-entered the army, being commissioned second lieutenant of artillery, March 26, 1804, from which he resigned on February 27, 1807; was appointed brigadier general for Louisiana Territory, March 12, 1807, and re-appointed February 27, 1811; was appointed Governor of Missouri July 1, 1813, and held the position until 1820, and numerous other federal positions up to the date of his death, September 1, 1838.

On May 26, 1810, Captain Nathan Winship, in the ship Albatross, entered the Columbia River, and on June 1st reached a point forty miles above its mouth on the south side of the Columbia, which they called Oak Point, because they saw four oak trees there, the first they had observed after entering the river. Here they began building a fort. But the annual June rise, and fear of Indians, caused the enterprise to be abandoned on June 17th of the same year.

The Pacific Fur Company, of which John Jacob Astor was the head, despatched the Tonquin, with a party of fifty-six men, to the Columbia River on August 2, 1810. This company arrived at the site of the future Astoria on April 11, 1811, and the next day gave the site the name it now bears, and began building a fort. This post was treacherously sold out to the Northwest Company, a British corporation, by Astor's men on October 23, 1813, and the name changed to "Fort George" by Captain Black of H. B. M.'s sloop of war Raccoon, on December 12, 1813. By the treaty of Ghent, Fort George was returned to the United States on October 6, 1818, being received by J. B. Prevost, agent of the government.

To Thomas H. Benton, of Missouri, belongs the honor of writing the first newspaper article in advocacy of the claims of the United States to the "Oregon Country," in 1818, in opposition to the proposed treaty of joint occupation then pending between Great Britain and this country.

The first action by Congress relating to the "Oregon Country" was the presentation of a resolution to the House of Representatives by Dr. John Floyd, of Virginia, on December 19, 1820, to "enquire into the situation of the settlements on the Pacific Ocean, and the expediency of occupying the Columbia River." This was referred to a select committee, of which Dr. Floyd was chairman, who, on January 25, 1821, submitted an elaborate report, giving as complete a description of the Columbia River region as was then possible, together with the basis of the claim of the United States to the territory drained by that river. Nothing was done with that report except to print it, thus calling, to some extent, the attention of the nation to this region.

Dr. John McLoughlin came to Oregon in 1824 to manage the Hudson's Bay Company, a great English business corporation, whose chief purpose was to gather all kinds of furs. This company absorbed the Northwest Company in 1821. Dr. McLoughlin removed the company's headquarters from Astoria to *Vancouver* in the winter of 1824-25, and erected a stockade. He wanted

a location where he could cultivate the soil and raise grain, vegetables, etc. In March, 1825, potatoes and two bushels of peas were planted. That fall he received from Canada a bushel each of spring wheat, barley, oats, Indian corn, and a quart of timothy grass seed, all of which were sown in proper time, and with the exception of the corn, produced well. Seedling fruit of several kinds was also started at Vancouver in 1825.

The first sawmill west of the Rocky Mountains, in what is now American territory, was erected by Dr. McLoughlin at a point six miles east of Vancouver, about 1827. Capacity, 2,000 to 3,000 feet every twelve hours. The output of Portland sawmills, alone, for 1904, was over 400,000,000 feet. Dr. McLoughlin erected the first gristmill, also, about one mile and a half west of the sawmill site.

In 1829 Hall J. Kelley, a Massachusetts school master, although born in Maine, began agitating the idea of colonizing Oregon, and wrote a number of pamphlets and spent considerable money in furtherance of immigration schemes, as "general agent of the American Society for Encouraging the Settlement of the Oregon Territory." He visited Oregon in 1834 with Ewing Young, but did not remain long. It is interesting to note, however, that in his first pamphlet a rude map appears of a portion of the peninsula between the Willamette and Columbia rivers, laid out in forty-acre tracts.

In 1829 Etienne Lucier settled on the east side of the Willamette River, inside of the present city limits of Portland. He plowed the first furrow south of the Columbia river. He built a log cabin at Oregon City that year for Dr. McLoughlin—the first there.

In 1832 Captain Nathaniel J. Wyeth crossed the plains for the purpose of establishing a trading post for collecting furs and packing salmon. His enterprise failed temporarily owing to the loss of a vessel laden with supplies. He returned East in 1833, and in 1834 made the second journey westward, arriving at Oak Point Sept. 15th, where he found the second vessel he had caused to be despatched. This vessel was sent at once to Sandwich Islands with a cargo of timber, and returned in the spring of 1835 with cattle, goats and hogs, which were placed on Wapato Island—Sauvie's Island of today—where he built Fort William. Here he grazed his cattle, "planted wheat, corn, potatoes, peas, beans, turnips, grafted and planted apples and other fruits," etc. The enterprise not being remunerative, he sold out to Dr. McLoughlin.

With Wyeth came John Ball and Calvin Tibbetts. Ball taught the first school in the "Oregon Country" at Vancouver, beginning in November, 1832, and lasting until 1833. Tibbetts taught the second term. The pupils were Indian children and a few of mixed blood. Ranald MacDonald, son of Archibald MacDonald, born at Astoria in February, 1824, was one of Mr. Ball's pupils. His second teacher was Solomon Howard Smith. Ranald's education was finished in the Red River country, and in 1848 he went to Japan on the whaling vessel Plymouth, taught the first English school in that country, left on the U. S. war vessel Preble in 1849, and in 1853-4 some of his pupils assisted in drawing up the treaties with Commodore Matthew C. Perry, of the U. S. Navy.

John Ball was the first American to raise a crop of wheat in Oregon. This was in 1833, near Willamette river, a little ways south of Champoeg, in Marion county. He sold the crop to Dr. McLoughlin, returned to New York, and afterwards founded Grand Rapids, Michigan.

On September 28, 1834, Rev. Jason Lee, the head of the Methodist Mission, preached for the first time at Vancouver. This was the first service conducted by a Protestant minister on the Pacific Coast. Mr. Lee and his helpers, Rev. Daniel Lee, Cyrus Shepard and P. L. Edwards, established a mission ten miles north of the present city of Salem.

The next Protestant minister to arrive in Oregon was Rev. Samuel Parker, of Ithaca, N. Y., who reached Vancouver in October, 1835, and remained a guest of Dr. McLoughlin until June, 1836. He and Dr. Marcus Whitman, representatives of the American Board, the foreign missionary society of the Congregational and Presbyterian churches, came westward together to Green river, to investigate the conditions they must encounter in performing their work. From that place Dr. Whitman returned to New York, and started westward again in the spring of 1836, with his wife, Rev. H. H. Spalding and wife, and W. H. Gray, arriving at Vancouver Sept. 12, 1836. Mrs. Whitman and Mrs. Spalding were the first white women to cross the continent to Oregon. Dr. Whitman brought the first wagon to the tributaries of the Columbia. He established a mission near Walla Walla of today, and Mr. Spalding one at Lapwai, now in Idaho. Dr. Whitman and his wife, with twelve others, were killed by Indians on Nov. 29-30, 1847, and fifty-three women and children were taken prisoners and kept by the Indians several weeks. At length all were rescued by the kindly efforts of Peter Skeen Ogden, of the Hudson's Bay Company.

The massacre alluded to led to what is known as the Cayuse war. The early settlers were acting under what they called a Provisional Government at this time. They declared war, raised an army, sent it to the field, secured funds to carry it on, compelled the Indians to give up—in short, performed all the functions possible for a Government in any form—and all without any authority from the General Government of the United States. In this respect the Oregon story is unique in the history of the States of the American Union, and stands without a parallel in the initial stages of its organization.

The first printing press in Oregon was in connection with the American Board Mission, and was brought in 1839, from Sandwich Islands, whither it had been sent from Boston in 1821, to be used in printing spelling books, primers, tracts, etc.

The first clergyman of the Church of England, or Episcopal Church, in Oregon, was the Rev. Herbert Beaver, who arrived at Vancouver in 1836, as chaplain to the Hudson's Bay Company. In January, 1837, he pronounced the stately marriage service of his church for the first time in Oregon, the parties being James Douglas and Miss Nellie Connolly—the former a chief factor of the Hudson's Bay Company in 1840, afterwards Sir James Douglas, and the latter a mixed blood lady, daughter of William Connolly, a chief factor of the company in 1825.

The Catholic missions in Oregon were established in 1838, and Mass was first celebrated at Fort Vancouver on November 25, of that year. Rev. F. N. Blanchet had charge of the mission and was assisted by Rev. Modeste Demers; a log church was built, however, by the French about four miles above Champoeg, in 1836, when they first began to entertain hope of having priests among them. This building was formally dedicated on Jan. 6, 1840

and Mass was said that day for the first time in the Willamette Valley. This was the first building erected in Oregon for distinctively religious services.

Ewing Young, the first American settler in Yamhill county, arrived about November 1, 1834. He built the first house in Oregon on the west bank of the Willamette river. He died Feb. 15, 1841, leaving considerable property. This having to be administered upon, a court was organized for that purpose, with Dr. I. L. Babcock, judge, and George W. LeBreton, clerk, and on April 15, 1841, Daniel Leslie was appointed administrator of the estate. This was the first act in the nature of civil government by Americans west of the Rocky Mountains. After this for two years the question of a permanent American civil government was discussed and a number of preliminary meetings held upon various pretexts. Finally a committee was appointed to prepare a plan of organization, and report the same on May 2, 1843. That day a motley company of Americans, English and French assembled at Champoeg, most all of the two last races being Hudson's Bay Company employes. Dr. Ira L. Babcock was elected chairman, and Geo. W. LeBreton, W. H. Willson, and W. H. Gray, secretaries. When the report was submitted, LeBreton moved that a count be made, those in favor of adopting the report to take the right of the chairman, and those opposed the left. Gray seconded the motion. Whereupon Joseph L. Meek, a sturdy mountain man, a native of Virginia, strode to the right, saying, "Who's for a divide, follow me." As soon as the division was made each line was counted, and a majority of two found on the right, those being F. X. Matthieu and Etienne Lucier, who were the last to take that side. Out of this act has evolved the commonwealth of Oregon as it stands today. Nay, more!—American possessions on the Pacific Coast as they are known at this date. No one person did more to bring about this result than William H. Gray.

The first white marriages in Oregon were as follows: Rev. Jason Lee to Miss Anna Maria Pittman, July 16, 1837. The ceremony was performed by Rev. Daniel Lee. The same day two other couples were married: Cyrus L. Shepard to Miss Susan Downing, and a white man to a native woman, both by Rev. Jason Lee. The first convert to a Protestant church on the Pacific Coast was baptized that day. His name was Webley Hauxhurst.

The following is a list of the first few white children born in Oregon: Alice Clarissa Whitman, born at Whitman Mission, March 14, 1837; drowned June 23, 1839; Jason Lee White, son of Elizah White, born in Willamette Valley in July, 1837; drowned in August, 1838; Joseph Beers, born in Willamette Valley, Sept. 15, 1837; Eliza Spalding, born at Lapwai, Nov. 15, 1837; son of Jason Lee, born at the M. E. Mission, north of Salem, June 6, 1838; he died in a few days; Cyrus H. Walker, born at Whitman Mission, Dec. 7, 1838; in the fall of 1838 a daughter was born to Mr. and Mrs. Cyrus L. Shepard, and a son to Mr. and Mrs. H. K. W. Perkins; J. H. D. Gray was born on March 20, 1839, at Whitman Mission; Mrs. Maria Campbell Smith was born in Salem, October 16, 1840—the first in that city; Mrs. Julia Elinor Waller Stratton was born at Oregon City, May 5, 1841—the first birth of a white child in Oregon City, and probably the first in Clackamas County.

The Provisional Government, previously referred to, was managed by an executive committee of three until June 5, 1845, when George Abernethy was elected Governor, and a full complement of officials. Abernethy continued to be the chief executive until March 3, 1849, when Gen. Joseph Lane, of In-

Steamer Beaver, in Victoria Harbor.
The first steamer to plow the waters of the Pacific Ocean.

diana, by appointment of President Polk, issued a proclamation calling for a territorial election, the territorial organization having been authorized by Congress on Sunday morning, August 13, 1848, eight o'clock A. M., after a prolonged and heated debate of many hours.

The treaty between the United States and Great Britain, settling the title to the "Oregon counry" was signed on June 15, 1846, afer a treaty of joint occupancy by both powers had been in existence for twenty-eight years.

The first newspaper west of the Rocky Mountains was the Spectator, issued at Oregon City on Feb. 5, 1846, with W. G. T'Vault, editor. He was Postmaster General of Oregon under the provisional government. According to the law of that government the rates were as follows: Letters, single sheet, 30 miles, 15 cents; not exceeding 80, 25 cents; not exceeding 200 miles, 50 cents. Newspaper rate, 4 cents each.

The first steam vessel to visit Oregon waters was the Beaver. She sailed from Gravesend, England, August 27, 1835, arrived at Columbia river March 19, 1836, at Vancouver April 10, 1836, and was wrecked at Burrard's Inlet B. C., June, 1888. She was the second steam vessel to cross the Atlantic ocean, and the first to enter the Pacific.

The second U. S. Exploring Expedition to the "Oregon Country" was authorized by John Forsyth, Secretary of State under President Jackson, on Nov. 11, 1835, directing Lieut. William A. Slacum, U. S. N., to proceed to the Columbia river, and secure authentic information about the inhabitants of the country, and all political, physical, statistical and geographical conditions. He arrived at Fort George (Astoria) Dec. 24, 1836, and spent more than two months in examining the conditions in Willamette Valley, which he reported in full on March 26, 1837.

A third U. S. Exploring Expedition, Capt. Charles Wilkes, U. S. N., visited Oregon in 1841-2. One of his vessels, the sloop-of-war Peacock, was wrecked on Columbia river bar July 18, 1841—hence the name "Peacock spit" of the present day. One survivor of this disaster, Captain Thomas Mountain, is still alive, and has been a resident of Portland for many years. The crew of one of Capt. Wilkes' vessels, the Vincennes, celebrated Independence Day, 1841, on July 5th, near the Hudson's Bay Company's Fort Nesqually, Puget Sound, by having a procession, a barbecue and salutes—the first celebration west of the Cascade Mountains. Capt. Nathaniel J. Wyeth's party had a kind of celebration on the "Muddy," a tributary of Ham's Fork of Bear river, on July 4, 1834, about which Jason Lee says in his diary: "The men must needs show their 'Independence,' and such another drunken, crazy, hooting, quarreling, fighting frolic I seldom witnessed." Capt, Wyeth himself, in speaking of this event, says: "Here we celebrated the 4th. I gave the men too much alcohol for peace—took a pretty hearty spree myself."

The fourth government expedition to Oregon was in 1843, commanded by Captain J. C. Fremont.

The year 1839 marks the advent of the first real immigrants to Oregon. Their names were T. J. Farnham, Robert Moore, Sidney Smith, Francis Fletcher, R. L. Kilbourne, Joseph Holman, Amos Cook, Robert Shortess. They left Peoria, Ill., May 21, 1839, and arrived in the Willamette Valley late that fall. Sidney Smith was at The Dalles, Oct. 1st. All the party except Farnham became permanent settlers of Oregon.

The first American-built vessel to be constructed in Oregon waters was the "Star of Oregon," by Capt. Joseph Gale, on Swan Island, just below Portland, in 1841-2.

The first brick house in Oregon was built by George Gay in 1841-2. It stands today, and is located on the line between Yamhill and Polk Counties, a short distance west of the Willamette river, and John McCadden made the brick. The first brick store was built by George Abernethy at Oregon City in 1844.

In 1842 the Oregon Institute, now Willamette University, was founded at Salem. This was the first permanent educational institution in Oregon, and the outgrowth of the Lee Mission.

Oregon City, the first town incorporated on the Pacific Coast—Dec. 24, 1844—was the territorial capital up to Feb. 7, 1851, when it was removed to Salem. In April, 1855, it was removed to Corvallis, and on Dec. 17, 1855, removed back to Salem. The territory was admitted to the Union as a State on Feb. 14, 1859, and on June 6, 1864, the question of permanently locating the capital was submitted to the people, and Salem received a majority over all competitors of 79. The other cities entering the race were Portland, receiving 3,864 votes; Eugene, 1,588 votes; all other places, 577 votes. Total vote cast was 12,137.

The first Protestant church building in Oregon was that of the M. E. church, Oregon City. The subscription to raise funds was started Dec. 21, 1842, and the building was ready for use early in 1844, Rev. Gustavus Hines conducting the first service.

Joshua Shaw and A. C. R. Shaw, his son, drove the first flock of sheep to Oregon from the East in 1844. An American named Jacob P. Lease drove several hundred head of sheep from Sacramento Valley to Oregon in 1842-3, by the advice of Capt. Joseph Gale. H. Vaughan drove a flock across the plains in 1847, and Joseph Watt brought 300 head across in 1848. He also brought a carding machine that year—the first on the Coast. In 1857 he was the leading spirit in establishing the first woolen mill west of the Rocky Mountains, and in 1868 he shipped the first load of wheat around Cape Horn from Oregon.

The first U. S. postal service west of the Rocky Mountains was authorized by Congress during the winter of 1846-7, to take effect July 1st following. The routes were as follows: Astoria to Independence, Mo.—letter postage, forty cents; Oregon City, via Fort Vancouver, to Fort Nesqually; Oregon City southward "in the direction of San Francisco." The post office officials were: Col. Cornelius Gilliam, special agent; John M. Shively, postmaster at Astoria, and David Hill, postmaster at Oregon City. Gilliam's salary was $1,000 a year, with $2.00 a day for expenses during the time actually devoted to the public service.

The first U. S. custom house on the Pacific Coast was at Astoria. It was authorized in 1848, and the first collector, Gen. John Adair, arrived early in 1849.

In 1847 Henderson Luelling brought 800 young grafted fruit trees—apples, pears, cherries, plums, etc.—from Iowa to Oregon in two wagons—the "Travelling Nursery," it was called—and transplanted them a short distance north of Milwaukie. This act was practically the origin of the fruit

industry of the Pacific Coast. There is a cherry tree, of the "Blackheart" variety, in existence brought with this nursery that is now nine feet and six inches in circumference.

The act authorizing the coinage of gold was passed by the Provisional Legislature on Feb. 16, 1849, and $58,500 were coined in $5.00 and $10.00 pieces—known as the "Beaver money," at Oregon City. This was the first coinage on the Pacific Coast. These coins were made of pure gold and commanded a premium of fifty cents on the small denomination and one dollar on the larger after the United States extended its jurisdiction over this region on March 3, 1849. Hence the whole circulation disappeared save an occasional coin that has been kept as a souvenir or pocket piece.

The first persons to build a log cabin in Portland, on the original townsite of 640 acres, were A. L. Lovejoy and F. W. Pettygrove, in the winter of 1844-45. The site of this was on what is now the southeast corner of Front and Washington streets. During the previous summer the claim was surveyed. A portion of it was laid off in lots and blocks in 1845 by Thomas A. Brown. There were two cabins, however, prior to the one above referred to, in the present city limits of Portland—one built by Etienne Lucier in 1829 on what is now the Irving tract, East Side, and the other built by William Johnson, in 1841-42, on block 137, Caruther's Addition, South Portland. The embryo settlement, amid the towering fir and cedar timber, was named Portland in 1845. Lovejoy, a native of Massachusetts, wanted to call it "Boston." Pettygrove, a native of Maine, wanted to call it Portland. Owing to a disagreement, Pettygrove suggested that the question be decided by tossing a copper cent, "head and tail," and produced one coined in 1835. Lovejoy agreed, the coin was tossed three times, and Pettygrove's choice, "head," came up twice—hence Portland was adopted as the name of the city.

In July, 1850, the townsite of Portland was surveyed by R. V. Short, and he made the first plat which was recorded. That year he bought a lot on the corner of Third and Washington streets, 50x100, where the Dekum Building now stands, for $150. He sold this lot in 1856 for $700, taking part of his pay in furniture.

The first steam sawmill on the Pacific Coast was built at Portland in 1850 by Wm. P. Abrams and Stephen Coffin.

The first steamboat built in the Pacific Northwest waters was the Columbia, launched at Upper Astoria, which made her trial trip to Milwaukie, July 3, 1850. She was 90 feet long, 16 feet beam and four feet depth of hold. Fare from Astoria to Milwaukie, $25.00; the same per ton for freight. The second side wheel steamboat was the Lot Whitcomb, built at Milwaukie by Lot Whitcomb, and launched Christmas Day, 1850. She was 160 feet long, 24 feet beam, five feet eight inches depth of hold, with wheels 18 feet in diameter. J. C. Ainsworth, who had had much experience in navigation on the Mississippi River, was captain, and Jacob Kamm, a thoroughly practical man, chief engineer. He knew every detail in steamboating, and has remained in the business to the present time. To Kamm and Ainsworth are due the credit of building the first stern wheel steamer in the Pacific Northwest, the Jenny Clark. She was launched at Milwaukie.

Portland was incorporated Jan. 23, 1851, as a result of the presentation *of a petition by Samuel A.* Clarke and one hundred and forty-four others—all

the voters then—to the Legislature. The first city election was held on April 7, 1851, and Hugh D. O'Bryant was elected the first Mayor.

The total vote in June, 1852, was 222. The vote on March 19, 1853, was 325. In 1857 the population was 1,280; in 1860, 2,691; 1863, 4,057. In 1863 the assessed valuation was $3,226,260.00. In 1904, $50,898,606.

The first newspaper was the Weekly Oregonian, issued Dec. 4, 1850. The first daily was the Portland News, issued April 20, 1859. The first number of the Daily Oregonian was Feb. 4, 1861. The Western Star, issued at Milwaukie Nov. 21, 1850, was removed to Portland in June, 1851.

The first church organized in Portland was Taylor-Street Methodist, in 1848. The second, the First Congregational, June 15, 1851.

The first school in Portland was taught by Dr. Ralph Wilcox in 1847. The first school building erected by the city was in 1857, on the block now occupied by the Portland Hotel. That block was sold to the city for $1,000. The city sold it to the company which built the hotel for $75,000 in 1883. The old school building now stands on the southeast corner of Seventh and Alder streets.

The first picture Daguerreotype gallery in Portland was opened April 12, 1851, by a gentleman named Smith, in "Dr. Baker's new building."

The first brick building in Portland was erected in 1853 by W. S. Ladd, and finished on June 25th of that year. It still stands and is on Front street, west side, third door south of Stark. D. C. Coleman erected the second the same year, which was finished a few weeks later. It stood on the east side of Front street, at the southeast corner of Oak.

After the Cayuse Indian war of 1848, already alluded to, the natives were relatively peaceable until 1851. Then hostile bands of Rogue River Indians, aided by renegades from other tribes, kept the settlers in constant alarm until late in the summer of 1856. The Yakima Indian war broke out in September, 1855, and extended from the 42d to the 49th parallel. The settlers of Oregon and Washington territories responded to the calls of Governors Curry and Stevens, and with very little aid from the U. S. regular army, in a year's time defeated the Indians at every point and won a lasting peace. The pivotal battles of the campaign were the battle of Walla Walla, in December, 1855, lasting four days, Col. James K. Kelly commanding the volunteers, and Chief Peu-peu-mox-mox the Indians, and the battle of Grand Ronde, on July 18, 1856, Col. B. F. Shaw in command. The cost of this struggle was $6,011,457.36, as audited by a commission composed of Captains A. J. Smith and Rufus Ingalls, both of the U. S. Army, and L. F. Grover, representing the volunteers. R. J. Atkinson, third auditor of the treasury, on Feb. 7, 1860, made a report reducing the sum allowed by the commissioners to $2,714,808.55. Upon this basis most of the claims were paid off in the early part of the civil war in depreciated currency. This action bankrupted many of the settlers who furnished supplies for the volunteers, taking quartermaster's scrip in payment therefor. The number of whites killed during the Indian difficulties cannot be stated accurately, but it is known that 273 were killed in Oregon, to say nothing about Washington. The above sum did not include anything for property destroyed by Indians.

The original boundaries of Oregon were as follows: Pacific ocean on the west, 42° on the south, Rocky Mountains on the east, and 54°40 on the north.

The treaty of 1846 made the northern boundary 49°. The Territory of Washington was created by Congress on March 2, 1853, and embraced that part of Oregon bounded by the Pacific ocean on the west, the 46th parallel on the south and the Columbia river, the Rocky Mountains on the east, and 49th parallel on the north to the Gulf of Georgia, and out to the Pacific ocean, by way of he Straits of Fuca. The territory bounded on the west by Snake river, south by the 42d parallel, east by Rocky Mountains, and north by 46th parallel, was taken away from Oregon and added to the Territory of Washington on Feb. 14, 1859. On March 3, 1863, this region, together with a strip taken from the east part of Washington Territory, extending north to the 49th parallel was set off by Congress as Idaho Territory; and the remaining portions of the original Oregon territory were added to Montana and Wyoming. Thus it may be seen that in a true sense Oregon may be characterized as the "Mother of States."

The last Territorial Governor of Oregon was George L. Curry. The first State Governor was John Whiteaker. The first two United States Senators were Delazon Smith and Joseph Lane, and the first member of Congress was L. F. Grover.

The first steam railroad in Oregon was at the portage between the Lower and Upper Cascades. It was begun in 1861 and completed the following year. The first train to run over the road was on April 20, 1863. The engine was built in San Francisco, and shipped to Oregon on the steamer Pacific. It was taken to Lower Cascades on a wharf boat. Col. J. S. Ruckle, Capt. J. C. Ainsworth, S. G. Reed, Wm. S. Ladd, Capt. J. M. Gilman, all wearing tall white hats and white vests, went over the road a little while prior to the above date, with Theodore A. Goffe, engineer, and had their immaculate "store clothes" spoiled by the escape of steam and soot.

The first passenger train to leave Portland was in September, 1870. It started from "East Portland," and the southern terminus of the line was "Waconda," near the present town of Gervais.

The first great fire in Portland was in August, 1873. Twenty-five blocks were burned. Loss, $1,000,000.

The first bridge—that on Morrison street—was thrown open to the public April 11, 1887.

Driving of the last spike on the Northern Pacific Railroad, which connected Portland with the East for the first time, was on September 8, 1883, in Deer Lodge County, Montana, 1198 miles west of Lake Superior.

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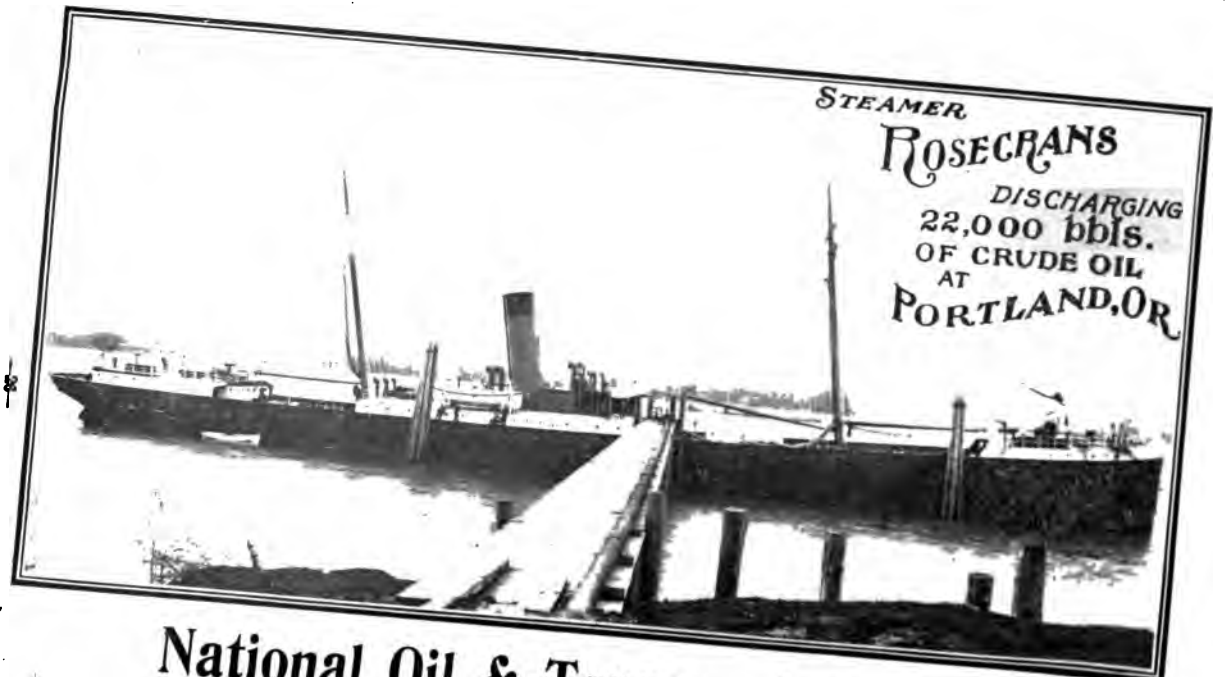

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CLIMATE.—In January, 1904, the average maximum temperature of Portland was 46.0 degrees Fahrenheit; average minimum, 38.2 degrees; average mean temperature, 42.1 degrees; greatest precipitation, 1.16 inches on January 9th, 10th; least, a trace of an inch, on January 5th and 26th; July, 1904, average maximum temperature, 77.5 degrees; average minimum temperature, 56.6 degrees; average mean temperature, 67.0 degrees; the maximum precipitation was 0.38 inches on July 14th, 15th; minimum, a trace on July 4th, 16th, 22d, 26th and 29th.

The local Weather Bureau records from 1894 to 1903, inclusive, show that it rains less at Portland than at either New York, Philadelphia, or New Orleans, and about the same as at Washington, D. C. During the period named, the average annual precipitation was 49.70 inches at New Orleans; 43.38 inches at New York; 41.24 inches at Philadelphia; and 39.84 inches at Portland. Portland's elevation is 60 feet above the sea.

CHURCHES.—Portland has a total of 118 church buildings, which are valued at $2,096,550. All leading denominations are represented in this city.

COMMERCIAL CENTER.—According to Bradstreet's, Portland has 1907 firms, with a capital of $50,000 or less, or with a total of $13,134,250; 71 firms rated at between $50,000 and $100,000; 45 at $100,000 to $250,000; 36 at $250,000 to $500,000; 9 at $500,000 to $1,000,000; 33 at $1,000,000 and over, or altogether Portland's firms have a capital of $107,627,750.

DEATH RATE.—Portland's death rate is only 9.1 per cent per thousand. This is due in a great measure to the pure water with which the city is supplied. According to the Government's last census Portland is the second healthiest city in the United States.

EDUCATION.—Portland has 36 public schools, eight kindergartens, a law school, a medical school, a dental college, 11 sectarian schools, two military schools, four business colleges, three preparatory schools, two academies of music and elocution, a special institute, a school of correspondence, an academy, a special school for young women, a manual training school and a cooking school. The total number of private schools is 33. In the 36 public schools 374 teachers are employed, who are paid $283,000 annually, and in the Portland High school, 21 teachers. The city erected six new school buildings in 1904. The school census last year showed 24,427 pupils, an increase of 1,371 over 1903. The total cost of maintaining the Portland public school system last year was $402,275.

ELECTRIC POWER.—Portland has one of the largest electric transmis-

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The statistics for Portland and [illegible]gon were compiled by M. M[illegible] assistant [illegible] the [illegible] of Commerce.

sion plants in the world, and uses 8000 kilowatts or about 10,000 horsepower for light and power, of which 6000 kilowatts are produced by water power and 2000 kilowatts by steam.

EXPORTS.—Portland's foreign export lumber trade in 1904 was cut down a great deal because of the Russo-Japanese war; the coastwise lumber exports, however, exceeded the previous year by over 20,000,000 feet. The coastwise lumber shipments amounted to 87,810,966 feet and the foreign 44,686,635 feet. The cereal trade was also affected by the war, as shipowners did not wish to risk their ships being captured by war vessels. There was shipped from this port in 1904, 951,609 barrels of flour, valued at $3,641,651; 971,745 bushels of barley valued at $533,915; 4,369,543 bushels of wheat, valued at $3,449,830, or a total of $7,678,356 for the three commodities. Besides the war, the foreign shipments of cereals were cut down by the failure of crops in the East and Middle West, causing Oregon to send over 100 shiploads of wheat East. Portland exports more wheat than any other city in the United States except Galveston. The largest cargo of flour ever floated was shipped from Portland on the "Algoa."

FINANCIAL CENTER.—Portland has 15 banking institutions. Her total bank clearings for 1904 were $189,051,469.92, and for five years (1900-1904, inclusive), $748,694,492.87. The total deposits in the banks of Portland average $42,000,000.

GENERAL CITY INFORMATION.—Portland covers an area of forty square miles. The assessed valuation of its property is $50,897,931; its actual value is $127,244,827. It has 11.9 miles of paved streets, of which 3.71 miles were paved last year. It has 132.8 miles of sewers, of which 13.11 were built in 1904; 114.7 miles of cement sidewalks, of which 13.7 miles were laid in 1904; 323 miles of board sidewalks of which 12 miles were laid in 1904. The street railways have 207 miles of track crossing and recrossing Portland streets. The total cost of street, sewer and sidewalk improvements in 1904 was $940,252. Its 207 miles of water mains supply 24,000,000 gallons of water daily. The steel bridges, built in 1904, cost $479,000. The ordinary municipal expenses for 1904 amounted to nearly $1,500,000. Portland has a paid fire department, composed of 188 men and the very latest apparatus, including a $75,000 fire boat. Its police officers number 85, but this number is constantly being augmented.

HARBOR.—The harbor of the Willamette River is the greatest fresh water harbor in the world accessible by deep-seagoing vessels. This river is the greatest of the Columbia's tributaries, and is navigable for 100 miles above Portland by river craft. Vessels drawing 25 feet moor at Portland's docks and reach the Pacific ocean without lightering and without delay en route.

HOMES.—Portland's right to be known as the "City of Homes" is easily apparent from the fact that out of a total number of 15,513 residences in this city, 4,375 are owned and 10,004 rented.

IMPORTS.—During 1904, imports of foreign merchandise at Portland amounted to $2,647,503. The leading articles imported were raw silk, 80,643 pounds, valued at $295,049; 1,655 tons of manila and other fibers valued at $278,337; iron and steel, $258,833; cement, $226,166; tea, $254,950.

JOBBING TRADE.—Portland's jobbing trade for 1904 amounted to $185,000,000, an increase of over $15,000,000 over 1903. The reasons for Portland's supremacy as a jobbing center may be summed up as follows: It

is a natural distributing center with 250,000 square miles of rich country at its back. It enjoys better water and rail transportation facilities than any other city in the Pacific Northwest. It is located at the juncture of the Willamette and Columbia Rivers, and is the only city which has water grade connection with the vast Inland Empire—Eastern Oregon, Eastern Washington and Idaho. Freight moves on a down grade to Portland, thus causing a saving in time and money. It is the financial center of the Northwest. It has the only fresh water harbor on the Pacific Coast.

LIBRARY AND ART.—Portland's public library (not a Carnegie institution) covers an entire half block, and contains 44,000 volumes. The Portland Art Association, which has a magnificent collection of the best casts and art prints, has just moved into its own building.

LIVING EXPENSES.—The cost of living in Portland is no higher than in other growing cities of nearly 150,000 population. Houses of five to eight rooms can be rented as low as $10 per month in the suburbs and $15 in the city. Provisions are just as low as the Eastern markets will allow.

LUMBER.—The lumber cut of Portland mills in 1904 was 413,559,285 feet, valued at $4,500,000, an increase of over 50,000,000 feet over 1903. The rail shipments in 1904 aggregated 9,122 cars of lumber and 624 cars of shingles; the total water shipments aggregated 113,426,605 feet; the foreign shipments amounted to 45,540,153 feet and were distributed to China, Japan, South Africa, Manila, South America and Hawaiian Islands. The coastwise shipments from Portland aggregated 67,886,452 feet, of which over 32,000,000 feet went to San Francisco and over 34,000,000 feet went to San Pedro. There is located at Portland the largest lumber mill in the world.

MANUFACTURES.—Portland had 2,000 manufacturing establishments in 1904, with an invested capital of $32,000,000. These employed 23,000 wage-earners, who earned $9,000,000. Total value of products, $49,437,000.

POPULATION.—The present population of Portland with suburbs is 141,000, according to the postal census, although the directory census shows 145,250. According to the government census of 1900, the city contained 90,426 persons. By the fall of 1901 it was 107,000, and a year later 114,000. The city directory's estimate for 1903 gave the city 123,662. By 1906, through efficient advertising, natural increase, immigration, the Lewis and Clark Fair, and other causes, Portland's population will probably reach 175,000 to 200,000.

PUBLIC INSTITUTIONS.—Among Portland's leading public institutions there stands pre-eminent the St. Vincent's Hospital, Good Samaritan Hospital, Portland Sanitarium, Boys' and Girls' Aid Society, Children's Home, Babies' Home, Florence Crittenden Home, Seamen's Institute, Neighborhood Guild, and People's Institute.

POSTOFFICE.—The postoffice building is on Morrison, Yamhill, Fifth and Sixth Streets. Postmaster, John Minto. A large addition to the building is now in process of construction, and temporary quarters have been taken at the corner of Sixth and Burnside Streets. The postoffice now has eight carrier stations and 13 numbered stations. It has 266 employes and the annual payroll amounts to $238,820. The average number of letters received daily is 110,000. The 1904 record of business shows: Aggregate number of money orders issued, 113,255, valued at $1,414,968.76; aggregate number of money orders cashed, 227,892, valued at $2,635,709.77; stamp sales, $380,000; number pieces first-class mail distributed, 16,569,725; all other classes, 12,569,192; special deliveries, 23,580; total, 28,162,497.

RAILWAY AND STEAMSHIP TERMINUS.—Portland is the terminus of the following railroads: The Union Pacific, Southern Pacific, Northern Pacific, Great Northern, Oregon Railway & Navigation Co., and Astoria & Columbia. Lines of steamships connect Portland with China, Japan, the Philippines, besides all leading coast cities. There were handled in 1904 in the terminal yards at Portland about 550,000 pieces of baggage, 222,000 cars and 8000 tons of mail. Sixty trains pass through Portland daily.

REAL ESTATE.—Portland's real estate transfers in 1904 amounted to $10,694,762.69. The number of building permits issued—2015—amounted to $3,660,287; total from 1894-1904, inclusive, $15,800,718. The rapid growth of the city has required a large amount of public improvements costing last year $940,252.

TELEGRAPH AND TELEPHONE.—The telegraph offices in Portland handle between 11,000 and 12,000 messages daily. There are 15,000 telephones in use here.

WATER SUPPLY.—In January, 1905, the water system of Portland (owned by the city) represented an investment of $4,214,255.95, of which $964,022.46 was used in the purchase of several pumping systems, $659,651.24 went into distribution systems, $2,690,582.25 into the Bull Run gravity system. The bonded debt is $3,150,000. The water revenues for 1903 were, approximately, $395,000. Last year 10 2-3 miles of new mains were laid, bringing the total length of the mains up to 168.9 miles; or, including the Bull Run conduit, 200 miles. There is a daily flow of more than 24,000,000 gallons through the mains. Water rates are low. The money invested in the water system includes 4,423 acres of land, four reservoirs, etc. By chemical analysis, the water is the purest anywhere to be found.

WAGES.—The wages per day (unless otherwise stated) received by the different trades are as follows:

Bakers, $3.50; barbers, $2.50 to $2.60; bar-tenders, $2.25; beer-bottlers, $2 to $2.50; beer-drivers, $2.50 to $3.25; brewers, $3.33; bookbinders, $3; boilermakers, $3.50; carpenters and joiners, $3 to $3.50; carpet cutters, $3.75; carpet layers, $3.50; carpet drapers, $4.50; cigar makers, $3; cooks and waiters, $10 to $20 per week for males, $8 per week for females; clerks, $2.50 per day for males, $1.25 per day for females; coopers, $3; caulkers, $3.50; decorators, $3.25 to $3.50; electrical workers, $2 to $3.50; garment workers, male, $3, female, $1.50; grain handlers, $3.50; hodcarriers, $3.50 to $5; horseshoers. $3 to $3.50; iron shipbuilders, $3.50; leather workers, males, $2.75, females, $1.75; longshoremen $2.50 to $4; liners, $1.75; locomotive engineers, $3 to $6; locomotive firemen $2.65 to $3.50; marine engineers, $3; machinists, $3.25; marble workers, $3.50; musicians, $2.50 to $4; plasterers, $5; pipe fitters, $4.50; painters, $3.25 to $3.50; paper hangers, $3.25 to $3.50; photo engravers, $3.50; printing pressmen $3.50; restaurant employes, males, $1.50; females, $1; riggers, $1.75 to $4; railroad trainmen, $3.50; railroad conductors, $4.00; railroad truckers, $2.25; steam engineers, $4; sheet metal workers, $3.50; shirt, waist and laundry workers, male, $2.50; female, $1.35; ship painters, $1.75; ship cleaners, $1.75; stereotypers and electrotypers, $4.50; street railway employes, $2.30; sailors, $1.50; shipwrights, $3.50; ship joiners, $3.50; stage employes, $2; tailors, $2.50; teamsters, $2; travelers' goods and novelty workers, male, $2.50. female, $1; textile workers, 75c to $2.50; wood, wire and metal workers, $3.

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PORTLAND, OREGON

OREGON

AGRICULTURE.—In 1900, Oregon had 35,837 farms, valued at $172,761,287, with a total of 10,071,388 acres. It is estimated that this has increased almost half as much since the 1900 census; $5,327,117 was paid out last year to farm laborers. In 1900 the average expenditure per farm was $135; for the year ending June 30, 1904, the average expenditure per farm was $148.64.

AREA AND POPULATION.—Oregon lies between the 42d and 46th degrees of north latitude and is 275 miles from north to south and 350 miles from east to west, and the total area is about 92,974 miles. Oregon is divided from north to south by the Cascade Mountains, Western Oregon having a width of 120 miles, and is the most thickly populated, and Eastern Oregon has an average width of 230 miles. Oregon's population is estimated to be 525,000, but is constantly being increased.

CLIMATE.—Oregon has a variety of climate. West of the Cascades it has a "wet" and "dry" season; east of the mountains there are the regular seasons, though never severe in winter, except in the mountains at high altitudes. The state's average rainfall is 39.1 inches, and the mean temperature is 50.15. In Western Oregon the "wet" season is not uniformly so, nor the "dry" without moisture. In the winter, about 75 per cent of the yearly rainfall occurs, while the "dry" season is modified by the other 25 per cent of moisture. This extends from May 1 to October 15. A few showers occur in September, increasing by November 15. The heavier showers fall from thence to March 15, gradually lessening to May 1. In the Willamette Valley rain lasts from 125 to 156 days. There is very little rain from June to October. Range of temperature is from 20 to 90 degrees. In the coast region the mean annual temperature is 51 degrees; Willamette Valley, 52; Southern Oregon, 53; Eastern Oregon, 46.

COAL.—Coal is found in various parts of the state, but this fuel has not been extensively developed. Last year nearly $400,000 worth of coal was mined.

COLUMBIA RIVER.—The Columbia is the second largest river in the United States, and the largest on the Pacific Coast south of the Yukon, in Alaska. Along its banks are the greatest salmon fisheries in the world, and its commerce is the greatest of any Western river. With a velocity greater than the Mississippi, no other river on earth is navigable so far inland by ocean vessels. Entering the fresh water fouled with barnacles, these excrecences are sometimes removed by the mere contact therewith, saving the expense in scraping the bottoms of vessels.

DAIRYING.—In 1904 the dairy products of the State were valued at $7,052,810, an increase of nearly $3,000,000 in 1903. The coast counties of Oregon are particularly adapted to dairying, Tillamook leading with 30

creameries and 40 cheese factories. There are more than 300 creameries and cheese factories in the state. Owing to Alaskan and Oriental trade, Oregon farmers received from 7½ to 10 cents per pound more for butter fat than any other state. In making the butter product in Oregon in 1904, 54,104,850 gallons of milk were used.

EDUCATION.—Oregon contains about 2,250 common school districts, attended by 72,464 pupils, exclusive of those attending schools in the larger cities. Altogether 103,877 pupils attend the state schools, who are taught by 4,046 teachers. The annual expenditure for schools is $2,464,119. Oregon is the sixth state in the Union in smallness of ratio of illiteracy, its percentage of illiterates being 3.3.

FISHING INDUSTRY.—The total value of Oregon fisheries in 1904 was about $3,365,641.28. The salmon catch of 1904 amounted to 31,747,336 pounds; of 1903, 29,925,854 pounds. The catch of other fish in the Columbia and other streams was 871,389 pounds; of oysters, $5,658; of clams, 179,490 pounds; of crawfish, 9,943 pounds; value of fish catch, other than salmon, $17,500; of shellfish, 307,956 pounds. There are seven hatcheries in the state, and the Federal Government also maintains three others.

FLAX.—The possibilities of flax culture in this state are inestimable. Experiments show that it can be grown for as low as 5 cents per pound, and that the fibre will rival that grown in Europe, ranging from 15 to 25 cents per pound. There are two flax mills in the state.

HONEY AND WAX.—Oregon bee-keepers' profits last year were about $175,000. Average yield of honey per colony is from 50 to 100 pounds. The annual honey products of the state are about 1,200,000 pounds, besides 20,000 pounds of beeswax.

HOPS.—Oregon is the first state in the Union for hop production. Oregon hops are of better grade and grown at less cost than elsewhere. The yield is from 1200 to 2000 pounds per acre. In 1904 the hop crop was valued at $4,000,000 and amounted to 16,000,000 pounds, or one-half of the crop of the United States. In the Willamette Valley 17,000 to 18,000 acres are devoted to hops. The cost of production per pound is 8 to 10 cents; the average sale price in 1904 was 28 cents. The total profit in the hop crop of 1904 was $2,500,000, or on an average of $225 per acre.

HORTICULTURE.—In the last decade Oregon has gained more honors and medals for its fruits than any other state in the Union. It swept these away from all competitors at Chicago, at Buffalo, at Charleston and elsewhere. At Buffalo, Oregon won 18 gold medals for its horticultural, pomological and viticultural exhibits. At Charleston it gained 34 gold and 14 silver medals, as well as one bronze medal for its fruit exhibits. At St. Louis Oregon won 67 gold medals, 152 silver medals and 72 bronze medals, as also three grand prizes, making a total of 294 medals and grand prizes. Its Hood River strawberries and apples are noted the world over, and its cherries are widely celebrated. The Oregon prune crop in 1903 amounted to 15,000,000 pounds, and its peaches are becoming yearly more famous. The total of the fruit output for 1904 was $2,413,500, divided as follows: Apples, $935,000; prunes, $362,000; pears, $245,000; peaches. $186,000; cherries, $25,000; grapes, $100,000; strawberries, $205,000; small fruits. $255,000. *Oregon apples are to be* found in all the principal markets of the world.

IRRIGATION.—Irrigation plays an important part in the productiveness

of the Eastern Oregon soil. Since 1901 the government has set aside $2,795,690.89 for irrigation purposes in this state, being the largest sum apportioned to any state in the Union for this purpose. There are about 3,000,000 acres of arid irrigable lands in the state, worth, under irrigation, $150,000,000 and whose products would be valued at $50,000,000. Only a beginning has been made. The future is pregnant with possibilities. The total government arid land fund is $23,012,836.46, of which the State of Oregon contributed $4,230,659.05. The government will irrigate 100,000 acres in Malheur County at a cost of $3,000,000, and 320,000 acres in Klamath Valley. The cost of reclamation was $2,000,000. The value of irrigated crops in 1904 was over $3,000,000. Schemes in execution now in progress will increase irrigated area to over 1,200,000 acres.

LANDS IN OREGON.—The available government land (18,364,732 acres) is scattered over every county in the state; much of it is worthless, being mountainous, and most of it is unsuitable for agricultural purposes. From available information it appears that the cream of the desirable government land having been appropriated, the intending settler will almost invariably find it cheaper to buy a farm already improved. Still there are doubtless some good tracts left. These are in localities remote from the centers of population and from transportation. Information regarding government lands may be obtained from the six United States land offices in the state of Oregon, which are located at Oregon City (from June this one will be located in Portland), Roseburg, Lakeview, The Dalles, La Grande, Burns. There are also probably 175,000 acres of school land, information regarding which may be obtained from the clerk of the State Land Board at Salem, Oregon.

LIVESTOCK.—Oregon cattle sales in 1904 netted $3,900,000. On its ranges last year there were 700,000 head, valued at $14,000,000. The Eastern demand for Oregon cattle is enormous, and far exceeds the supply. These figures do not include cattle in Western Oregon. In the state there are 4,485,000 head of horses, cattle, sheep and hogs, valued at $24,920,000.

MANUFACTURING.—Oregon has 4500 factories, with an invested capital of $43,000,000, occupying lands and buildings valued at $12,000,000. The value of the output is $83,937,000; salaries paid to 3,500 officials and clerks, $1,400,000; salaries paid for other labor, $13,000,000. There are numerous excellent opportunities for all kinds of manufacturing enterprises in Oregon.

MINING.—Eastern Oregon probably has the richest gold mines in the world. With the increase of every 100 feet in depth on some properties is an increase of 30 per cent in yield, according to Professor Lindgren of the United States geological survey. These values will continue to a depth beyond which they cannot be mined at a profit with any of the present methods. He believes the deposits extend downward 5,000 feet. Nearly every Oregon county contains some sort of mineral. The annual product of Oregon mines is estimated to be over $10,000,000. All the leading minerals are to be found in Oregon.

POULTRY.—The business here is a very profitable one, as this state annually expends hundreds of thousands of dollars for Eastern eggs which should be expended at home. Oregon poultry is shipped to New Zealand, Australia, Hawaii, the Philippines, Japan and Alaska. Oregon produces over $5,000,000 worth of poultry products annually.

PUBLIC IMPROVEMENTS.—The Columbia River jetty, the Cascade locks, the dredging of the Columbia and Willamette Rivers and the forthcoming Dalles-Celilo improvement are among the most important of public works in Oregon undertaken by the Federal Government.

SUGAR BEET CULTURE.—Oregon soil surpasses French soil in the raising of sugar beets; Oregon yields 21 tons of sugar beets per acre. There are several large beet sugar factories in operation in this state.

TIMBER AND LUMBER.—In 1904 Oregon cut approximately 1,405,000,000 feet of lumber, valued at $12,650,000. The mills of the Columbia River basin produced 600,000,000 feet, the Portland mills 413,559,285 feet, and the Astoria mills 71,358,480 feet. The cargo trade from the Columbia River aggregated 164,564,015 feet. Foreign shipments showed a gain of 12,607,161 feet, and domestic shipments an increase of 24,313,653 feet. The state's standing timber in round numbers is placed at 235,000,000,000 feet, occupying 54,000 square miles. Some estimates are as high as 307,000,000,000 feet. Oregon contains the world's greatest timber belt.

WEALTH.—The total assessed valuation of Oregon property in 1904 was $188,058,281.44, an increase of over $15,000,000 over 1903, and over $40,000,000 over 1902. The total deposited in the banks of the state is $64,000,000.

WHEAT AND FLOUR.—The total yield of wheat in 1904 amounted to about 12,950,000 bushels. The average price was about 70 cents, producing a revenue of $8,806,000. The total shipments out of Portland, including flour, was 12,000,000 bushels. From 1885 to 1904, inclusive, Oregon produced 273,882,791 bushels of wheat. Soil and climatic conditions make Oregon the banner wheat state.

WOOL AND MOHAIR.—The Oregon wool clip for 1904 amounted to 19,500,000 pounds. The value of wool and mohair was $3,250,000, and of wool alone, $2,850,000. The mohair clip from Angora goats was valued at $150,750. At present the mohair industry is confined principally to the counties of Benton, Lincoln and Polk. The mills of Oregon consumed 2,500,000 pounds of wool.

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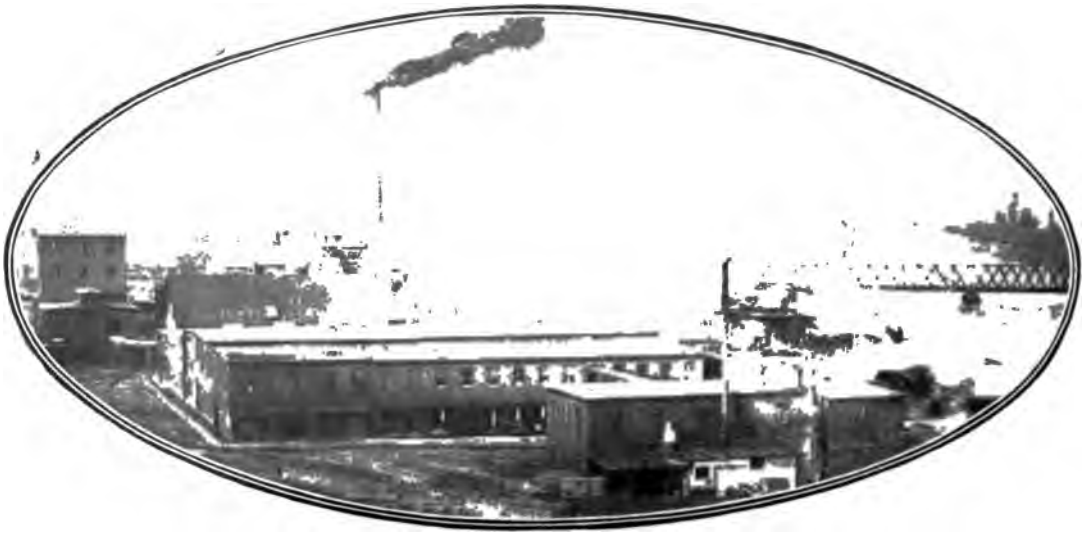

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PORTLAND AND VICINITY

What to See and How to See It

By F. H. SAYLOR

When William Overton in November, 1843, landed his canoe on our river's western bank and examined the town site of Portland, now spreading for miles along both shores, his imagination probably did not suggest to him its present magnitude. A solid mass of forest and underbrush skirted on the one side by the Willamette River, and on the other by massive hills, was all that met his view. Little wonder that he soon became discouraged, and disposed of his interest for a trifle. A. L. Lovejoy and F. W. Pettygrove, who succeeded Overton, were made of sterner material. They began to clear away the heavy growth to make room for human habitation. They recognized the natural advantages of the location and reasoned that some day it must not only become the metropolis of a vast region, but also be one of the chief seaports of the Pacific Coast. If these founders of our city could now return for one brief moment, the scene which would meet their eyes would, without doubt, surpass their most sanguine anticipations. They might easily recognize the beautiful snow-capped mountains and Nature's many artistic environments of their pioneer home. But this is all that would appear familiar to them. They would find a cosmopolitan city of over 145,000 people, large blocks of commercial buildings, massive and at the same time models of architectural beauty, while the residences, churches and school houses are not surpassed by those of the large Eastern cities.

Visitors to the metropolis of the Pacific Northwest should not fail to visit the city museum and the rooms of the Oregon Historical Society, both located in the City Hall, as much of interest can be seen incident to this coast and the world at large in many ways, as well as view collection in portrayal of the days of the pioneer. Agricultural, horticultural, mineral and other exhibits are to be found at the Chamber of Commerce and at the Union Depot. While the latter are not as full as those to be seen within the Exposition grounds, they are well worth seeing. The many lumber mills within the city are easy of access, and people who doubt the published size of timber sawn into lumber, should pay these a visit and the statements they could not believe will be more than verified.

Other points of interest are quickly and cheaply reached by street car service. The Lewis and Clark Exposition grounds are the main attraction, but a pleasurable hour can be passed while contemplating the beauties environments of the city. As a whole, Portland is not only *t one set in the midst of* a natural park, here and there being *vely than generally to* be seen. Nature has formed upon the *westward an acreage* which has been set apart as a publi *ne finds beautiful walks* winding bridle paths and climbi g to behold.

lakelet, the wall of rock all but hidden by entwining ivy, the rustic bridge or fallen monarch of the forest upon which ravine is crossed; the bronze statue of the Indian marking the coming of a succeeding race, shade and other trees in picturesque confusion, flower beds fragrant and of many a hue; swings for the little tots, the bear pit and cage of other beasts frequenting the wilds,—the deer, the elk, the buffalo of the plains, winged creature of many kinds, the playful monkey and also gigantic basins cut out and enclosed with stone as reservoir to hold the cool, the clear and pure waters from Bull Run that supply inhabitants with drink and for other purposes.

To the south and eastward upon more elevated lands are situated what are known as Portland Heights. The way of the street car to reach the summits of this location pass the palatial home, with their attendant lawns elsewhere unsurpassed. Upon higher point one finds a lofty tower from which an unobstructed view can be obtained of grandeur and interests no where else to be found upon the face of earth. At its feet the richest city, per capita, of all the West; industries whose book accounts run far into the millions; shipping that fly the flag of nearly every maritime nation of the globe; rivers bearing upon their bosoms commercial worth of untold values; productive gardens, fields and farms, and orchards whose limbs have to be supported to keep the fruits thereon from breaking with their weight and abundance; the wide expanse of green, well gemed with other lustrous color; the wooded hills and higher place with timber reaching far toward the blue above, and crowning all, as if guards over an Eden, set silent and enthroned five eternal snow-capped sentinels, Mt. Hood, Mt. Jefferson, Mt. St. Helens, Mt. Adams and Mt. Ranier. To the southward and skirting the hills which line the Willamette, lies the Riverside driveway, some six miles in length. From this one can turn into the main entrance to the River View Cemetery, back of which lies Greenwood, Beth Israel, the Odd Fellows, Masonic, Grand Army and other cities of the dead. These may also be reached by street car, and a visit thereto will convince the beholder that those we have laid away with our tears and regrets lie in sanctuary that is an earthly paradise. In Riverview stands a monument erected to the memory of the fallen heroes of the Second Oregon, who in life followed the flag to the Philippines and returned enwrapt with its folds as their shroud. No burial spot can boast of more of the grand and the beautiful than the place where our beloved dead, and our warriors bold, have found last resting place for their remains, while soul seeks counterpart beyond the tomb.

The St. Helens Boulevard is on the west bank of the river and to reach it one must pass the Exposition grounds and Willamette Heights. This driveway is the favorite speeding course of automobile owners, while that of Riverside is in the main given over to the driver of flying roadsters and family equipage out for an afternoon's pleasure and recreation. The Cornell, the Canyon and Taylor's Ferry wagon roads lead over the mountain into the counties to the west, and the S. P. R. R. have two lines of railway reaching out likewise. The line running into the Union Depot carries passengers to points between Portland and Corvallis, the center of the Willamette Valley, and the one having depot at the foot of Jefferson Street runs to Sheridan and other locations situated near the foothills of the Coast Range Mountains. These two roads cross each other some sixty miles

Seen in City Park and Zoo.

up the valley where transfers can be made. Upon reaching Corvallis one can take the Corvallis and Eastern R. R. and go on to Newport, a favorite summer resort on Yaquina Bay.

Portland has several boat houses which are centrally located where one can obtain at very reasonable rates a scull, row, pleasure or sail boat. Launches for parties can also be hired at the same places. The public baths are on the east side and are given liberal patronage. The Oaks, the Coney Island of the Pacific, is in course of construction and will be completed before the Exposition shall have fairly begun. They are situate upon a peninsula putting out from City View Park residence addition and will comprise within its limits some 15 acres. A 1200-foot walk will surround; there will be accommodations for bathing, and gardens, mirror maze, laughing gallery, etc., will be in evidence. The plans for the completion of this resort call for an expenditure of $200,000, and when one knows that a corporation like the Oregon Water Power & Railway Company have the undertaking in hand it is self evident that nothing will be done by halves.

Lovers of baseball can fill heart's desire to its full by attending the games played by the Pacific Coast clubs of the National League at the grounds, Twenty-fourth and Vaughn streets, near the Exposition gates.

Hawthorne Park is situated on Hawthorne avenue, East Side, where cooling shade and various attractions are at hand. All car lines running across the Madison street bridge pass this park. To the south on Holladay avenue, lies Holladay Park. Though small as compared to some of the others in the city, it is nevertheless a charming spot. On the Vancouver line is situated Cedar Park, a favorite picnic ground. All of the parks within the city limits can be reached by street car, the fare being 5 cents.

Irvington Race Track is on the East Side, car lines taking one within a short walk of the entrance. The track is a mile circuit, and races, mainly contests between thoroughbreds, will be on the program for the greater portion of the summer.

Devotees of athletic sports would be at home in the club rooms and on the grounds of the Multnomah Athletic Club, located at the head of Morrison street. The large building and the extensive grounds occupied, are the private belongings of the club, but visitors are made welcome upon presenting satisfactory credentials.

Mt. Tabor, four miles to the east, though not within the city limits, is practicallly a part of the city for residences are continuous all the way between. Two lines of street cars run to this location. The Morrison-street line running to the north, taking one upon the top of the elevation where a park is located. From this vantage point of view a grand panoramic sight of Portland is before the eye. The Madison-street line takes passengers to the southern extremity of the mountain where one of the city reservoirs is located, continuing along delightful way to Lents and Mt. Scott.

Estacada, a new Richmond in the field for prominence as a manufacturing center, is not yet two years old. It is about 35 miles southeast of Portland on the Clackamas River, a magnificent mountain stream flowing westerly from the Cascades and emptying into the Willamette. The electric railroad thereto was completed before the townsite was cleared or its building up began. To the uninitiated the undertaking was considered a freak move on the part of the railway company, but subsequent events have proven that they were not expending their thousands for fun. Adjacent are almost

Seen in City Park and Zoo.

inexhaustable forests of the finest timber, a coal vein of superior quality, though not fully developed, vast beds of white and yellow kaolin and other clays, and a gold bearing quartz lode, assays from which show it worth $12 per ton. Estacada now has a population of over 400 and is rapidly increasing. A $20,000 hotel has been completed and opened for the accommodation of guests. A large sash and door factory and a sawmill are in operation and a 15,000 horse-power electric plant is being developed, capable of supplying all the electric energy required by the company to operate its railway system and leave a large surplus for commercial purposes. Plans are being drawn for the construction of a fifteen kiln tile, brick and pottery factory, the clays found being of the very best for the manufacture of terra cotta pipe, tiling, etc., finishing, pressed and vitrified brick, porcelain. pottery and other articles in demand and in general use. On the trip to Estacada one passes through scenic route and crosses the highest single piling bridge in the United States, such holding up a track 104 feet from the ground below. Several stations along the line have from 300 to 700 population. These are Gresham, Boring, Barton and Eagle Creek. Beyond, a short distance is Cazadero, the present terminal point of the road, where the rapids of the Clackamas River furnish the power to operate the company's electric plant.

Sellwood lies on the eastern shore of the Willamette and to the south. While it is in and a part of the city, it continues to be designated by the name known to it prior to consolidation. Some good school and church buildings are located here, also some first-class residences. It boasts of a fine brewery and seeks to become a manufacturing point. A woolen mill was located here, but was burned not long since. An effort is being made to secure the erection and operation of another.

Golf Junction marks the limit of 5-cent fares on the street cars running to the southward on the east bank of the river. Here is where the main line of the O. W. P. Company divides into the Cazadero and Oregon City divisions. At this station is also located the Waverly Golf Links, owned by the Waverly Golf Club, and containing 180 acres, making it one of the largest tracts of land devoted to such sport in the United States. Besides the valuable acreage owned the club has thereon a club house, etc., costing several thousand dollars. Several stations lie between Golf Junction and Oregon City. One of them, Milwaukie, was in pioneer days a rival of Portland. Farther on and near the Clackamas River is Gladstone, where the Chautauqua Society annually holds its meetings, during which time addresses are delivered by leading speakers from all parts of the world, subject of discourse being varied according to the pleasure of the orator.

A government fish propagation station is on the Clackamas not far from Gladstone Station. Here is where Rudyard Kipling caught his first salmon which brought forth the remark from him, "I have lived."

Oregon City, one of the oldest towns on the Pacific Coast built by Americans, is situate at the falls of the Willamette River, 14 miles above Portland. It can be reached by street-car, the S. P. R. R. line or by river craft. Woolen and flouring mills, pulp and paper mills and the great electric power plant of the Portland General Electric Company are here. A fine suspension bridge spans the river, and steamer locks are on the western bank. Tourists should not fail to see the old M. E. church, one of the earlier if not the first building in which the Provisional Government legis-

lature held its deliberations. Many other landmarks of the pioneer area are still standing, among them being the residence of Dr. John McLoughlin, the "Father of Oregon." About a mile above is the hamlet of Canemah, a word meaning in the Indian language, "original home." In the mythology of that race it is stated that this place was where the survivor of the great Deluge, a lone woman, landed from the back of a large fish upon the subsiding of the destroying waters. On the high bluff above the terminal of the road is Canemah Park, a delightful place for "triping the light fantastic," or other recreation, and absorb with eye a beautiful landscape of elevated table land, or river at its feet and other things that it is well worth one's time to behold. Willamette Falls were for centuries a favorite fishing preserve of the Indians. They relate the following legend as to how the wall of rock became embedded like barrier across the river:

In the Wee-tee-tash age or long ago, some now unknown species of animal used to prey upon the people living out in Yamhill county, seizing and devouring them during the night time as it was blind when light. The demi-god, Speelyia, heard of the destroyer and paid the locality in which he lived a visit for the purpose of doing away with him. Unable to cope with the monster in darkness or induce it to come forth from its hiding place while the orb of day was in evidence, Speelyia set about to accomplish by strategy what fair means could not bring to pass. He had the people make arrows, until their number seemed sufficient, and then strung his bow and shot the first aloft, it finding lodgement in the sun. Another flew upward, fastening itself to the first and so on until there was a continuous rope of them reaching to the earth. Hold of this he took and with mighty pull he drew the luminary down to him and submerged it in the Willamette, producing darkness, thus fooling the monster, who came forth to feast. When far enough away from his lair to prevent quick return, if able to do so, Speelyia released the sun when the beast was blinded by its brightness and made an easy victim for stroke of death. To prevent the breaking out of a pestilence, Speelyia threw the carcass into the river, thinking that it would float downward and out to sea, the Beaver god below, however, heard of his action and fearing danger to him and his people, hastened to near the scene and built a dam across the river to hold back a possible evil. Strong he built for rush of waters has poured over its crest for unnumbered years without imparing its stability.

St. Johns, a thriving northern suburb, is reached after a five-mile ride upon the cars or steamer. This is a manufacturing town. Among other industries in operation are a sash and door factory, veneer and basket works, woolen, excelsior and flouring mills, several lumber mills and a ship and steamer building plant. The Portland dry dock with a capacity of 10,000 tons is also moored at the river bank near by. Six miles below lies the upper end of Wappato (Sauvie's) Island, the ancient seat of government of the once powerful tribes of Indians inhabiting this vicinity and contiguous territory. This island divides the Willamette into two branches, the main river
the right to its mouth and from thence to the lower extremity of the
vaters of the Columbia wash its banks. The river to the west is
narrow limits and bore among the Indians the name, "Mult-
a valley nation
nd and the"

Six miles up the Columbia from the Willamette's mouth is Vancouver, the Skit-so-to-ho of the Chinooks and A-la-si-ka of the Klickitats, meaning in both dialects, "the place of mud-turtles." It can boast of many "first things," among them being the first marriage, school, roses, dude, fruit, theatrical performance, formal horse race, hogs, cattle and sheep. The latter were introduced by a sea captain who knew more about navigation than he did of stock. He meant well enough, but got a "gold brick" as the sheep were all wethers. Few points in this country have been the home of more famous soldiers than Vancouver. Among those stationed here were the unconquered Grant, then a first lieutenant of the Fourth Artillery; Phil. Sheridan, as a second lieutenant, went from here to the Cascades above to win his spurs in conflict with hostile and massacreing Indians. There was also Generals Harney, Ingalls, Otis, Miles, Gibbon, Howard, Merriam, Kautz, Carlin, Brooke, Shafter, Scofield, McDowell, Pope, Wheaton, Canby, Wright, and others who wore the blue when rebellion sought to disrupt a Union, and Longstreet and Pickett, wearing the gray in that memorable hour. The round trip fare on the street cars to Vancouver is 45 cents, which included a ride across the broad waters of the Columbia River on the ferry boat connecting the terminal of the car line with that city.

Astoria, situated near the mouth of the Columbia, can be reached by steamer or by railway. Should one go by the river route, they will find a continuous something pleasing to the eye. Several towns are passed, and the steamer runs close by the Indian cities of the dead, Coffin Rock and Mt. Coffin. Every few miles large canneries, devoted to the canning of salmon are in view. Points of interest coming so thick and fast that there is scarcely time to enjoy one before another appears. A very noticeable object along the way is Pillar Rock, a strange lone rock standing amidst the waters of the river near Brookfield. One view of it portrays outline well defined of human form. There are several legends connected with this rock, that of the Chinooks being the best known. From such source it is learned that in the wee-tee-tash age it was the son of the demi-god Italapus, the fox. Like nearly all of his sex he fell in love, but unfortunately the object of his affection was objectionable to his father, she being the daughter of his rival, the Beaver god. Persuasion did not prove of much avail as long as canoes for crossing the river were to be had, so Italapus destroyed them. Nothing daunted by this action on the part of his parent, the young man resolved to see his heart's desire even though he had to wade through the breadth of waters separating. Attempting to do this, his father commanded him to stop under penalty of being turned into stone before reaching the opposite bank. In spite of the warning, the son proceeded and met the doom promised. There he stands as he has for centuries. a reminder to children that it is well to obey their parents.

Upon reaching Astoria one finds themselves in the midst of great lumber mills, salmon canneries numerous, and shipping from all parts of the world, destined either in or outward bound. From the hills back of the city one sees below the great reservoirs holding the city's water supply, churches, school buildings, business houses and industrial concerns, and at evening a thousand or more fishing boats, whose white sails have caught the breezes, are bearing away toward the bar for a night's catch of the lordly salmon. Ex-ing the trip oceanward, one is whirled along over several miles of track *upon piling* structure crossing Young's Bay, and from thence to Seaside

Pacific Coast Views from North Head.

a well patronized summer sea beach resort. Not far from the wash of ocean's waves upon the shining sands are the remains of the salt cairn of Lewis and Clark and a little farther into the interior, on the Netal or Lewis and Clark River, is the location where they erected their stockade and passed the winter of 1805. Meandering along the peninsula, at last to loose itself in tossing breakers is Necanicum River, its melodious splash upon the rocks, as it hurries from mountain's top to lower level, bringing legendary music to the ear and reminding one that Saddle Mountain, (Swallalahost,) in the distance, was the home of the fabled Thunder Bird, and that Necarnie Mountain, nearer by, was her Indian demi-god consort, since turned into rocky pile. From Seaside can be seen Tillamook Rock and its light house, a silent though wondrous guide to mariner approaching the coast to warn him of dangers and guide him to quiet haven.

Eighteen miles from Astoria the waters of the mighty Columbia meet the billowy wave. From Fort Stevens, a government fort, one can take a ride on the cars out on the jetty for some four miles and obtain a fine view of the bar. Across from Astoria upon Chinook Point, is located Fort Columbia, and at the river's mouth stands high basaltic eminence, crowning which is Fort Canby light house, 232 feet above the level of the sea. Still farther westward on rocky promontory called Cape Disappointment, is North Head Light. Under the lea of the former is Fort Canby and extending further back is Baker's Bay, a safe anchorage, with its fifteen hundred fish traps. On its shores is Ilwaco, named after a daughter of Concomly, chief of the Chinook nation of Indians, who is said to have been the first to pilot vessels over the bar. A few miles from here lies the southern extremity of what is usually termed North Beach, which is, however, a succession of resorts to which pleasure seekers go during the summer months, the more prominent of these being Seaview, Long Beach, The Breakers and Ocean Park. One can go direct from Portland to this outing place by steamer or via car to Astoria and from there by boat across. At Ilwaco the I. R. & N. Co.'s railway carries passengers to all points between that terminal and Nahcotta, on Shoalwater Bay, the road's northern terminal. At both Seaside and Long Beach the tourist will find first-class accommodations, a fine table, and every facility for bathing in the briny deep. Clams of several kinds, sea fish numerous, mountain and salmon trout, oysters and sea crab are plentiful.

Government Life Saving stations are located on both beaches at the mouth of the river, the crews frequently giving public drills.

For over two hundred miles the Columbia River forms the boundary line between Oregon and Washington, and for the greater portion of the distance the scenery is unsurpassable. They who travel along this majestic water course by steamer or by rail between Portland and Celilo, will wonder how play of nature could combine in one so many objects matchless for grandeur, for beauty, to even bring awe to soul in contemplation of changing view; scenes that inspire choicest verse from the poetical inclined, fire the ambitious painter to excell through their reproduction upon canvas, and cause the sordid minded to dream of romance. For the tourist who loves the wilder phases of nature, broken up into innumerable fantastic pictures, a trip past these titanic walls, bald or fern-covered craggs, moss bedecked domes, gorges, cascades, lone rocks steepled hundreds of feet above the level, and peaks eternal wrapped antle white, their desires can be gratified to their full by making a trip : Columbia. Marking the western end of the gorge through the moun-

tains are several objects which the most indifferent could not help but gaze upon with pleasure. In contemplation, one who is acquainted with the Indian traditions concerning them, cannot resist temptation to speculate as to the unchanging and unceasing day on the part of one as compared to the fate inevitable of the other. Not only these objects, but many others as well, around which mythology has woven happening of the dim and distant "once upon a time," seem imperishable, while the Indian, who has looked upon them for snows coequal with the years of his caucasion brother, through the unimpeded march of civilization, is but little else than the flotsam and jetsam upon the flood of time. The swifter currents of its flow have thrown him upon the limited boundaries of a reservation, there to droop, to die, to vanish, a memory only of the fact that he once was lord over a numerous people, over acres almost without boundaries. The animate, the inanimate, phenomena, nearly everything in nature possessed the supernatural, but the gorge of the Columbia was his main "house of gods." Space will not permit mentioning all of them and the more prominent but briefly. Latourelle Falls (Waskewa) was a dissatisfied wife and the Pillars of Hercules her disobedient sons. Rooster Rock (Wootlat) confined a soothsayer; Castle Rock, a warrior bold, while Multnomah Falls (Waseakli), a goddess given to flirting, wrought their doom as well as her own.

Several other falls, bluffs, and promentories, among them being Cape Horn on the Washington side, and Oneonta Bluff and Gorge, Horse Tail and Bridal Veil Falls and St. Peters' Dome along the Oregon bank. Of the various falls to be seen, Multnomah is the higher and grander. This is really two falls combined in one. From the top of the upper to the foot of the lower one it is estimated to be 800 feet. No two of any of the falls along the route are alike, each having its own decided peculiarities and individuality, partaking of the waving, veil-like, dancing cascade and leaping cataract. Then follow Lower Cascades, Bonneville, the Locks, Rapids and Upper Cascades, here and there a boat landing, cannery, fish wheels and streams cool and clear, emptying into the river. A stop at any of these points would bring the tourist most happy hours. Among other things the vicinity is noted for is its wealth of petrified woods, consisting of present growth known and various varieties extinct for ages in this section. Opposite the Lower Cascades a small stream puts into the Columbia, its length back to a beautiful fall being less than a half a mile and its banks being walls of rock reaching to the mountain's crest. About a quarter of the distance one can climb the side of the north wall to a height of about two hundred feet and there embedded, running lenghthwise of the stream, lies a noble fir that was but now a stone, some eight feet in thickness. Across this lies an extinct red wood monarch of the forest, its end jutting out of the bank several feet. Over these two thousand feet of rock rests and has been setting for unnumbered years. Several trout streams and lakes are in close proximity to these scenes and its woods are plentiful with game. Hotels are at each stopping place. Here can be seen the government locks constructed past the mighty cataract and surging over the boulders dotting the river's bed. ver portion of which, the island and mainland, Sheridan first rfare. On the Washington shore is pointed out the north abut- idge of the Gods." The Indians say that a "tamanowis" spanned the river here to fall is woven

as in

was a paradise and there was no evil. A day, however, came when the people became corrupt and the Great Spirit, whose home was the sun, hung a great cloud between it and earth, which brought about snow and cold. No one had any fire except one old woman who had preserved her integrity. Forgiveness being finally granted to repentant wrong-doers, she was rewarded by renewal of youth and beauty, and placed on the bridge as a sort fo Vestal Virgin, to there ever keep burning a fire to propitiate the Great Spirit as well as remind the people of his goodness and protection to those who walked not with sin. Many swains came to woo, but only two found favor in her eyes. Between these she could not decide, showing to each a like consideration. This brought about jealousy, strife and war, again arousing the anger of the Great Spirit, who resolved to make an example of the principals bringing about the undesired state of affairs. The general people should have their fire, but should know winter's cold and snows as punishment until the end of time. The wayward maid and warring lovers should stand of equal length of years, as seasons come and go, as forms lofty, grand, where all could see, indicative of the ends to which transgressors come. To separate the two peoples, he broke down the bridge. Wi-ye-ast (Mt. Hood) he placed high on mountain's crest to the south; Klick-i-late (Mt. Adams), as prominently on the north; fair Loo-wit (St. Helens), about midway between, and around each he formed a mighty prison, rock-ribbed and mantled white, objects forever before the gaze of all that punishment both severe and lasting awaited the evil-doer.

There are several hot springs along the river where rheumatic pains can be allayed and be gotten rid of. Just above the Locks is Wind Mountain and beyond that a distance is Shell Rock. On farther is Hood River. From the lands around come the finest apples, strawberries and melons in the world, not counting the many other fruits and other products of the vine, the orchard and the farm. Here one goes to reach Cloud-Cap-Inn, a hostelry at the base of Mt. Hood. Those who do not care to scale the summit of the mountain have ample opportunity to hunt and fish, the forests in the vicinity abounding with deer, couger, grouse, quail and other game, while the streams are filled with trout. Opposite lies White Salmon from which one can reach Mt. Adams. High on the slope of this is Trout Lake, where fishing is of the very best and game abundant. The strange ice caves near are things of wonderment. Mt. Adams, like Mt. Hood, has been often climbed, the conveniences, however, known to the latter make it the greater favorite among those who find pleasure in "getting up in the world."

Some thirteen miles below The Dalles lies amid stream Memaloose Illahee or Isle of the Dead. It was used by the Indians as a place of sepulcher for generations, but since the pale faces have been trespassing upon its hallowed precincts, it has been abandoned by our red brothers as a burying ground. A most beautiful legend is related of this place, but limited space will not permit of its being told here. The monument seen thereon is that of Vic. Trevitt, an old pioneer who wished his remains to rest with a people who did not believe in a hell, but who pictured futurity for all as "happy hunting ground." Events have and will, as long at least as the monument lasts, keep his memory green, for, while others more prominent in many ways during snows now dead and gone, are forgotten, his name and a portion of his history goes merrily singing down the flight of time. He will be remembered as the one who gave Rooster Rock its present name because of his being bashful, and for being the originator of "House Bill 104," kept at the state capitol, a "smiling" procedure on the part of our legislators.

Tillamook Rock Lighthouse.

North Head Lighthouse. Fort Canby Lighthouse.

The end of the days' ride brings the tourist to The Dalles, the shipping and distributing point for a vast area of fertile country. Above here the river begins to narrow, and becomes unnavigable, caused by basaltic formation. Through and over these walls the immense body of water rushes, making a succession of falls the largest and most beautiful of which is that known as Celilo Falls. From a point above The Dalles, at the foot of the falls, a portage railway is being constructed, its upper terminal being at the head of the falls. This enterprise is considered only a temporary affair, as hopes are entertained, hopes most likely to know fruition, that the government will eventually build locks around these obstructions to navigation. The Wisham Indians, who once lived in this vicinity, claiming ownership of the falls and lands adjacent, relate a tradition to the effect that, ages ago, there was a large, white, luminous stone at Tum-tum, (the Indian name for Celilo Falls). This wonderful stone was a guardian over their destinies. By its protection and light, they prospered, and had plenty of salmon, and always lived in comfort and happiness. Neighboring tribes were very envious of their good fortune, and knowing that such was due to possessing the supernatural stone, made war upon the Wishams to deprive them of it. In the contest the Wishams were conquered and the stone rolled into the deep below the falls. Its loss brought great troubles upon the vanquished until it was fortunately found again. Jealousies again arising, their urim and thummim genius once more fell into the hands of the enemy and was destroyed.

In order that one may drink twice from pleasures fountain, each draught to give an equal satisfaction, the traveler should make this trip through the Columbia's gorge by steamer the one way, and the return by rail, as many things are single to each, even that seen from new vantage ground presents itself in other form seeming as if another object.

From Portland south via the East Side or main line of the Southern Pacific the tourist is quickly wheeled through verdant valley, by hill rich with crown of timber, past fertile fields, orchards, hop yards, thriving towns and busy larger place until the southern confines of the state are reached. On arrival there and casting eye up and up again the glistening heights of Mt. Shasta is before the vision. Grand, hoary and white with its snows; the home of the Great Spirit, the Indians say, in day when earth was young. Among the more populous places passed along the route are Salem, the capitol city, Albany, Eugene, of state university fame, Grants Pass and Ashland.

The lands drained by the Columbia River and its tributaries, as well as the streams of Southern Oregon, are not only prolific with scenic grandeur, abundant with minerals of value, timbered sufficient to make 100,000,000 coffins or nearly that number of bedsteads, and would plank a walk over 50 feet in width from Portland, Oregon, to Portland, Maine; has inexhaustible water power, lands as fertile and productive, for nearly all purposes, as any in the world, together with a score of other advantages, but is also the "Great Medecine" of the earth. Mineral springs, both hot and cold, dot its surface every few miles; their medicinal properties being curative of dispeptic, kidney, liver and rheumatic ailments. Some are hot and some are cold. Some are impregnated largely with soda and magnesium, in the main, while others partake more of sulphur ingredient. The largest is at Hot Lake, overlooking the Grande Ronde Valley, having the enormous flow of 2,500,000 gallons a day. Bingham *Springs, near* Pendleton, are the next largest. Collin's, St. Martin's *and Moffitt's are near* the Cascades. Wilhoit, the Boswell, the Foley, the *Belknap, the Sulphur,* and Walker are along the line, or near, the S. P. R. R.

Memaloose Island. Columbia River Scenery. Rooster Rock.

Street car fares in Portland and to many locations adjacent are 5 cents. Advantages can be taken by transfers. Rates to other points vary according to facilities for transportation, very low rates being made for round trips, especially on a Sunday. The Sunday rate to Oregon City and Canemah Park and return is 25 cents. Round trip to Vancouver, 45 cents. Round trip to Cascades, returning same day, all steamer, landing foot of Alder street, and leaving at 8:30 A. M., $1.50. Going by rail and return by steamer, same day, taking the train at Union Depot at 9:15 A. M., $2.00. To The Dalles and return, all steamer, leaving both places at 7 A. M., $2.50. To same place, up by rail and down by steamer, $4.00. Week day round trip, steamer or rail, to Astoria, Seaside and North Beach points, $4.00. Same trips Saturday going and returning Sunday night, $2.50; Sunday, round trip excursions to Astoria and Seaside, $1.50. Take boat at foot of Ash or Yamhill streets or cars at Union Depot.

To Salem, with its state institutions, round trip, Sunday or Monday, $2.20. To McMinnville, a garden spot, round trip, going Saturday, 4:50 P. M., and return Sunday or Monday, $1.75. Take S. P. R. R. cars at Union Depot to reach both of these places.

From Portland one can take side trips to the Lewis River section and to that of the Cowlitz, both by boat and the latter also by the N. P. R. R. These localities are sections where logging camps, lumber and shingle mills, farming and dairy industries are of the greater magnitude. On the Cowlitz River alone there are seven shingle mills whose annual out-put is enormous. The fare to Lewis River is 25 cents and to the Cowlitz via steamer 75 cents. Steamer landing at the foot of Salmon street.

A line of ocean greyhounds also ply between Portland and San Francisco, steamers leaving every few days. The fares will be on the excursion plan, which include meals.

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City Hall.

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General Information

STATE OFFICERS.

Governor, George E. Chamberlain; Secretary of State, F. I. Dunbar; Treasurer, Charles S. Moore; Superintendent of Public Instruction, J. H. Ackerman; Attorney General, A. M. Crawford; State Printer, J. R. Whitney; Dairy and Food Commissioner, J. W. Bailey; Game and Forestry Warden, J. W. Baker, Forest Grove; Insurance Commissioner, F. I. Dunbar; State Librarian, J. B. Putnam; State Land Agent, Oswald Wise; State Biologist, Albert R. Sweetser; State Bacteriologist, Emile F. Pernot; U. S. Senators, John H. Mitchell, C. W. Fulton; U. S. Representatives, J. N. Williamson, Binger Herman.

FEDERAL OFFICERS.

U. S. Appraiser—101 Federal Bldg. Owen Summers, Appraiser.

U. S. Bureau of Animal Industry—402 Federal Bldg. Dr. Clarence Loveberry, Veterinarian in charge.

U. S. Custom House—209 Federal Bldg. I. L. Patterson, Collector.

U. S. Engineers—321 Federal Bldg. Major Wm. C. Langfitt, Corps of Engineers, U. S. A., in charge.

U. S. Engineers—River and Harbor Improvements in Oregon, Washington and Idaho, 304 Federal Bldg. Major Wm. C. Langfitt, Corps of Engineers in charge.

U. S. Examining Board of Surgeons for Pensions—223 Marquam Bldg. Meets Wednesday, Dr. Wm. Boys, Pres.; O. P. S. Plummer, Sec.

U. S. Inspector of Surveys—Federal Bldg., F. M. Hurlburt, Inspec.

U. S. Internal Revenue—210 Federal Bldg. David M. Dunne, Collector Int. Rev.

U. S. Lighthouse Engineers, 13th District—317 Federal Bldg. Major Wm. C. Langfitt, Corps of Engineers, U. S. A., in charge.

Lighthouse Inspector—305 [illegible]ldg. Commander L. C. Hell[illegible] S. N., Inspector.

[illegible]cal Inspectors of Steam [illegible] *Federal Bldg.* E. S. [illegible]*p. Hulls; Geo. F.* Fuller, [illegible] *; Arthur F.* Mer-

U. S. Navy Bauch Hydographic Office—407 Federal Building. Wm. H. Ledbetter, U. S. N., in charge.

U. S. Special Pension Examiner—406 Federal Bldg. F. N. Libby, Examiner.

U. S. Surveyor General——316 Federal Bldg. John D. Daly, Surveyor General.

U. S. Weather Bureau, 221 Federal Bldg. E. A. Beals, District Forecaster, in charge; A. B. Wollaber, Local Forecaster and First Asst.

U. S. Weigher and Gauger—102 Federal Bldg. Charles H. Ralston, Weigher.

COUNTY OFFICERS.

Court House, Salmon and Fourth.

Judge, Lionel R. Webster; Commissioners, Wm. L. Lightner, Frank C. Barnes; Sheriff, T. M. Word; Clerk, Frank S. Fields; Auditor, C. A. Brandes; Assessor, B. D. Sigler, office City Hall; Treasurer, John M. Lewis; Surveyor, A. Richmond; Coroner, John P. Finley, 261 3d; Physician, Edward P. Geary; School Superintendent, R. F. Robinson, office City Hall.

County Board of Relief.

Meets at Court House. No special time for meeting. Lionel R. Webster, Chairman; W. L. Lightner, Frank C. Barnes, Commissioners; Jay H. Upton, Clerk.

Port of Portland.

City Hall. C. F. Swigert, Pres.; G. B. Thomas, Vice-Pres.; C. F. Adams, Treas.; John Driscoll, Sec.; A. L. Pease, J. C. Ainsworth, P. L. Willis.

CITY GOVERNMENT.

City Hall, Fourth and Madison.

Mayor, George H. Williams; President of the Council, L. Zimmerman; City Auditor, T. C. Devlin; City Treasurer, J. E. Werlein; City Attorney, L. A. McNary; Municipal Judge, H. W. Hogue; City Engine[illegible] Wm. Wanzer; Health Officer, H. Biersdorf; Inspector [illegible] Hulme

Cleaning Department, 261 Sixteenth, Alexander Donaldson, Superintendent.

Common Council.

First Ward, C. E. Rumelin; Second Ward, Mathias Foeller; Third Ward, F. T. Merrill; Fourth Ward, Arthur K. Bentley; Fifth Ward, Vacancy; Sixth Ward, L. Zimmerman, Seventh Ward, D. T. Sherrett; Eighth Ward, J. P. Sharkey; Ninth Ward, H. R. Albee; Tenth Ward, A. F. Flegel; At Large, Dr. Sanford Whiting.

Executive Board.

Geo. H. Williams, Chairman; Chas. F. Beebe, W. L. Boise, E. D. Curtis, Wm. Fleidner, Rodney L. Glisan, H. W. Goddard, Geo. H. Howell, Sig Sichel, H. C. Wortman, Joseph Webber.

Police Department.

Oak and Second; Police Committee, George H. Williams, Mayor, Chairman; Charles F. Beebe, Sig. Sichel; Municipal Judge, H. W. Hogue; Chief of Police, Charles H. Hunt; Clerk of Municipal Court, Fred Olsen.

Fire Department.

Chief Engineer, David Campbell, 168 Fourth; Assistant Chief Engineer, Michael Laudenklos; District Engineer, East Side, Lee G. Holden; District Engineer, West Side, J. E. Young; Superintendent Fire Alarm Telegraph, George J. Walker; Assistant, Augustus Brill.

Water Board.

Mayor George H. Williams, Chairman; W. M. Ladd, S. E. Josephi, C. H. Raffety, George W. Bates, Frank T. Dodge, Superintendent; D. D. Clarke, Engineer.

Civil Service Commission.

P. L. Willis, A. A. Courtney, J. W. Blain.

License Department, City Hall.

Inspector, M. A. McEachern; Assistant Inspector, J. S. Hutchinson.

Street Cleaning Department.

City Barn, 261 Sixteenth Street; Superintendent, Alexander Donaldson.

Pound Department.

City Barn, 261 Sixteenth Street; Poundmaster, Fred W. Reed.

Harbor Master.

Ben Biglin, 560 Gideon Street.

Port Warden.

Andrew Hoben, 247 Stark Street.

Ward Boundaries.

First Ward includes that portion of the city west of the Willamette River and north of Pettygrove Street, and Cornell Road, including Swan Island.

Second Ward includes that portion of the city west of the Willamette River, east of Cornell Road, south of Pettygrove Street, and north of Everett Street.

Third Ward includes that portion of the city west of the Willamette river, east of city limits, south of Wards One and Two, and north of Washington Street and Barnes Road.

Fourth Ward includes that portion of the city west of the Willamette River, east of city limits, south of Ward Three, north of Jefferson and Canyon Road.

Fifth Ward includes that portion of the city west of the Willamette river, east of city limits, south of Ward Four, north of Caruthers and Patton Road.

Sixth Ward includes that portion of the city west of the Willamette River, east of city limits, and south of Ward Five.

Seventh Ward includes that portion of the city east of the Willamette River and south of Hawthorne Avenue, including Ross Island.

Eighth Ward includes that portion of the city east of the Willamette River, west of city limits, north of Ward Seven and south of Halsey Street.

Ninth Ward includes that portion of the city east of the Willamette River, west of city limits, north of Ward Eight and south of Fremont Street.

Tenth Ward includes that portion of the city east of the Willamette River, and north of Ward Nine.

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BOARD OF EDUCATION.

Regular meetings of the Board, second and fourth Mondays of each month, at 7:30 p. m., in the City Hall.

Mrs. C. E. Sitton, chairman; Herman Wittenberg, Richard Williams, R. K. Warren, J. V. Beach. Clerk, H. S. Allen; Superintendent, Frank Rigler.

PUBLIC SCHOOLS.

Ainsworth, 20th, 21st, Elm and Spring; Shaver, Morris bet. Mississippi and Albina avs.; Atkinson, 11th, 12th, Couch and Davis; Brooklyn, Milwaukie and Frederick; Hawthorne, East Washington bet. 13th and 14th; Chapman, 25th n w cor. Wilson; Couch, 17th bet. Kearney and Lovejoy; Failing, Front, First, Hooker and Porter; Fernwood, E. 34th N., O. R. & N. track; Terwilliger, 1331 Macadam; Fulton Park, Fulton Park; Shattuck, Harrison bet. 5th and 6th; High, 14th bet. Morrison and Alder; Highland, Highland; Holladay, E. 6th bet. Halsey and Clackamas; Marquam, 13th, n e corner Faines; Midway, Midway; North Central, E. Burnside bet. 12th and 13th; Ladd, W. Park, 10th, Madison and Jefferson; Peninsular, Drummond n w cor. Pippin; Portsmouth, Portsmouth; Sellwood, Sellwood; Stephens, E. 7th, E. 8th, Stephens and Harrison; Sunnyside, E. 35th bet. Yamhill and Taylor; Thompson, Kirby, Borthwick, Shaver and Mason; Williams Avenue, Williams av. cor. Russell; Woodlawn, Grand av. cor. Dekum av.; Clinton Kelly, E. 26th, cor. Powell; Holman.

CITY SCHOOL STATISTICS.

The school clerk's report for 1904 shows the total receipts from all sources	$626,660.14
Disbursements	296,439.05
Cost of new buildings	178,181.54
Repairs to buildings	23,317.45
Miscellaneous expenses	107,540.79
General expense	1,857.03
Balance on hand	4,324.28
Amount due on contracts	21,864.00
Claims not audited	487.90
Bonded indebtedness	110,000.00

CENSUS REPORT.

The census of the district shows the following result:

Number of females between 4 and 20 years of age	12,685
Number of males between 4 and 20 years of age	11,742
Total	23,056

Of the above number, 1831 females and 1687 males are between the ages of 4 and 6 years.

	Males.	Females.	Total.
Number of persons between 4 and 20 years of age in Multnomah county	14,349	15,415	29,764
Teachers emp'd.	53	447	500
Number of persons between 4 and 20 not attending any school	627	641	1,268

Legal voters in county for school purposes	37,982
Number of schoolhouses in county	95
Receipts	$ 701,198.25
Disbursements	585,507.51
Estimated value of schoolhouses and grounds	1,548,586.40

PUBLIC BUILDINGS.

City Hall—Madison, Jefferson, 4th, 5th;; cost, $550,000; handsome in design and complete in all its appointments; city officers, free museum, Oregon Historical Society.

Court House—4th, 5th, Salmon, Main; county officers, county, probate and circuit courts and judges' chambers.

City Jail—Oak, ne cor. 2d; chief of police and police department.

United States Post Office—4th, 5th, Morrison, Yamhill; general post office, U. S. district and circuit courts, judges chambers, clerks offices, U. S. marshall and district attorney.

United States Custom House—7th, 8th, Davis, Everett; U. S. customs and appraisers department, District of Willamette internal revenue office, U. S. weigher and gauger, U. S. engineers, light house inspector, inspectors of steam vessels, U. S.

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surveyor general, bureau of animal industry, examining board of surgeons, pension department, special pension examiner, hydrographic office, U. S. weather bureau.

Portland Free Library Building.—Stark, 7th, 8th; cost, $150,000; free public library, containing over 50,000 volumes.

Portland Art Gallery—Taylor, near 5th; building and site donated to the public; lovers of art will find here the finest collection on the Pacific Coast.

Armory, National Guard—10th, 11th, Couch, Davis; the most complete and best equipped National Guard Armory in the West.

Union Depot—Irving and 6th; passenger trains to and from all points arrive and depart from the Union Depot; Oregon Information Bureau established here.

COURTS.

U. S. Circuit Court.

Justice of Supreme Court, Joseph McKenna, Washington; Circuit Judges, Wm. B. Gilbert, Portland; Erskine M. Ross, Los Angeles, and Wm. W. Morrow, San Francisco; Clerk, J. A. Sladen; Court Reporter, Miss Violet A. Webster; Master in Chancery, George H. Durham and Wallace McCamant; Examiners in Chancery, George H. Durham and Wallace McCamant; Jury Commissioner, Ashael Bush, Salem, Oregon; Terms, Second Monday in April and first Monday in October.

U. S. District Court.

Judge, Charles B. Bellinger; Clerk, Edward D. McKee; U. S. Commissioners, E. D. McKee and Joseph A. Sladen; Referee in Bankruptcy for Multnomah County, Alexander Sweek; Jury Commissioner, C. J. Reed. Terms, first Monday in March, July and November. The following officers are for both U. S. Circuit and District Courts: Deputy Clerk, George H. Marsh; Court Reporter, Miss M. A. Fleming; Court Crier and Messenger, J. N. Fullilove; Bailiff, George Egbert; Attorney, F. J. Heney; Asst. Attorney, W. W. Banks; Stenographer, Cath. C. Fleming; Marshal, C. J. Reed; Deputies, Preston A. Worthington, J. A. Wilson, L. W. Blower and Jacob Proebstel.

State Supreme Court.

Chief Justice, Charles E. Wolverton; Associate Justices, Frank A. Moore, Robert S. Bean; Clerk, J. J. Murphy; Reporter, R. G. Morrow.

State Circuit Court.

Fourth District: Terms, second Monday in January, first Monday in March, first Monday in May, second Monday in September, first Monday in November. Judges, Arthur L. Frazer, Dept. No. 1; Alfred F. Sears, Jr., Dept. No. 2; John B. Cleland, Dept. No. 3; Melvin C. George, Dept. No. 4; Clerk, Frank S. Fields; Prosecuting Attorney, John Manning.

Circuit Judges.

First District, H. K. Hanna, Jacksonville; H. L. Benson, Grants Pass; 2d District, J. W. Hamilton, Roseburg; L. T. Harris, Eugene; 3d District, George H. Burnett, Salem; W. Galloway, McMinnville; 4th District, Arthur L. Frazer, Alfred F. Sears, Jr., John B. Cleland and Melvin C. George, all of Portland; 5th District, Thomas A. McBride, Oregon City; 6th District, W. R. Ellis, Pendleton; 7th District, W. L. Bradshaw, The Dalles; 8th District, R. Eakin, Union, Sam. L. White, Baker City; 9th District, Geo. E. Davis, Canyon City.

County Court.

Judge, Lionel R. Webster; Clerk, Frank S. Fields; Board of Commissioners, W. L. Lightner, Frank C. Barnes; terms, meets Wednesday and Saturday of each week.

Municipal Court.

Second and Oak. Judge, Harry W. Hogue.

Justices of the Peace.

West Side District—4-5 Ainsworth Blk. Wm. Reid, J. P.; Walter E. Jackson, Constable.

East Side District—132½ Grand Av.; Waldemar Seton, J. P.; A. D. Keenan, Constable.

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Station A.

116 Union Av. Wm. S. Holvor, Supt.

Station B.

230 Russell, John H. Steffen, Supt. The distribution of this station covers from Willamette River and Patton Av. east to E. 24th; Holladay Av. north to Florence, except between Thompson Av., Lawrence, E. 11th and E. 24th.

Station C.

990 Belmont, E. C. Minor, Clerk in charge. The distribution of this station covers from E. 20th to east city limits, Holgate north to Holladay Av.

Montavilla Station, s s Base Line Road 2 miles e east limits; F. R. Burdette, P. M.

Mount Tabor Station.

E. S. Brubaker, Clerk in charge. From Hawthorne Av. on south to Edison St. on north, from city limits on west, east line of Mt. Tabor School District.

Sellwood Station.

J. D. Chapman, Clerk in charge. Free delivery by carrier within the territory known as Willsburg and Sellwood, and as far north as Holgate St.

Stamp Stations.

B. F. Jones, 801 Front; F. Byerley, 400 Jefferson; W. L. Lister, 155 17th N; R. A. Preston, 760 Thurman; Mary F. Jackson, 215 23d N.; Laue-Davis Drug Co., 3d and Yamhill; Helen Merriman, 653 E. 21st; F. F. Jancke, 280 Grand Av.; H. W. Little, 92 Grand Av.; W. S. Love, 395 E. Burnside; Meier & Frank Co.

P. O. Board Civil Service Examiners.

Z. A. Leigh, Sec.; H. H. Dunrand, Asst. Sec.; F. R. Bingley, Examiner.

Railway Mail Service.

8th Division, F. W. Vaille, Asst. Supt.; F. E. Whitney, Chief Clerk.

RATES OF POSTAGE.

Transient, 1 cent for every four ounces; books, ½ cent per ounce; merchandise, 1 cent for every ounce.

By adding a 1-cent stamp to a postal card it will go to any part of Europe.

Letters to all parts of the United States and Canada and Mexico, 2 cents per ounce.

Local or drop letters, 2 cents.

Rates of Foreign Postage.

The first colunm denotes the postage in cents per ½ ounce on letters, the last column the postage on single 2-ounce newspapers.

Austria, Brazil, China, France, Germany, Great Britain, India, Japan, Martitus, Panama, Peru, Russia, Spain, Sandwich Islands	5	1
South Australia, West Australia, Tasmania	5	1
British Columbia and Canada	2	* 1
Chili, British mail via Colon	5	1
Australia via Brindisi (all places)	5	1
Queensland, New South Wales and Victoria, via San Francisco	5	1
New Zealand	5	1
West Indies	5	1
Havana	5	* 2

*Newspaper weight, 4 oz.

MONEY ORDER RATES.

Sums not exceeding	$2.50	3c
Over $ 2.50, not exceeding	$ 5.00	5c
Over 5.00, not exceeding	10.00	8c
Over 10.00, not exceeding	20.00	10c
Over 20.00, not exceeding	30.00	12c
Over 30.00, not exceeding	40.00	15c
Over 40.00, not exceeding	50.00	18c
Over 50.00, not exceeding	60.00	20c
Over 60.00, not exceeding	75.00	25c
Over 75.00, not exceeding	100.00	30c

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each church is omitted.

Baptist.

Calvary, 420 E. 8th; First, Taylor and 12th; First German, 4th and Mill; First Swedish, 10 12th N.; Grace, Montavilla, Mt. Olivet, 85 7th N., Mt. Tabor Base Line Road, ¾ mile east city limits; Second, E. 7th and Ankeny; Second German, 555 Union Avenue N.; Third, Knott and Vancouver Avenue; Immanuel, Meade, cor. 2d.

Baptist Missions.

Calvary, Baptist, Powell and E. 26th, Sunday School 3 p. m.; Chinese, 287½ Taylor, Sunday services 7 and 8 p. m., Thursday service, 9 p. m., secular school 7:30 p. m. daily, except Saturday and Sunday; Savier Street, Savier between 21st and 22d, Sunday school, 3 p. m.; University Park Mission.

Christian.

First, Park and Columbia; Rodney Avenue, Rodney Avenue, corner Knott; Woodlawn, Madrona and Farrell; Central, E. Salmon and 20th.

Christian Science.

First Church of Christ, 149 23d N.; Second Church of Christ, 206½ 3d.

Chinese Mission, 227 2d; Sunday services, 8 p. m.; Sunday school, 6:30 p. m.; secular school, every

ciety, meets quarterly; Co
tional Ministerial Associatio
Congregational Church, meet
Monday, except the first
month, 2:30 p. m.

Episcopal.

Rt. Rev. B. Wistar Morris
Bishop of Oregon, res. 635 1
All Saints' Chapel, 22d and
Chapel of the Ascension, 1
Elm; Church of Good Shepher
couver Av. and Sellwood; Ch
Our Saviour, Woodstock;
drew's, Peninsular; St. Dav
12th and Belmont; St. Jo
15th and Multnomah Av.; St.
Quimby and 19th; St. Ma
Chapel, 1st and Caruthers; St.
Woodmere Add.; St. Stephen'
el, 13th and Clay; Trinity, 1
Couch; Chapel of the Tran
tion, 66 6th, Piedmont; Chine
C. A., 233 2d.

Episcopal Mission.

Seamen's Church and Instit
Front N.

Evangelical.

Churches of the Evangelica
ciation; Rev. Noah Shupp, P
Elder, Portland District; res.
ferson.

First, E. 6th and Market
(German), 10th and Clay.—M

Some of Portland's Churches.

Evangelical Missions.

Carson Heights (German).—Mission Chapel (German), Pettygrove and 21st.

Evangelical Reformed.

First German, 94 10th.

Evangelical, United.

First, 446 E. 10th.—Second, Fargo and Kerby.—North Portland, Thurman and 21st.

Friends (Quakers.)

Friends, E. 35th and Main.

Hebrew.

Orthodox Jewish Rabbi of Portland, Rev. N. Mosessohn, 347 3d.

Ahaval Sholom Synagogue, Park and Clay; services Friday, 7:30 p. m.; Saturday, 9 a. m.—Beth Israel Congregation, 12th and Main; services, Friday, 8 p. m.; Saturday, 10 a. m.—Nevah Zedeck Talmud Thora, Hall and 6th; services, Friday, 7 p. m.; Saturday, 8:30 a. m.

Latter-Day Saints.

Church of Jesus Christ, 400 Alisky Bldg.; 631 Union Av. N.; Marcus W. F. Holling, Presiding Elder.

Lutheran.

Danish, Union ave., cor. Morris — Immanuel (Swedish Evangelical), 428 Burnside. — Norwegian-Danish, 45 14th N.—Our Savior's Scandinavian Evangelical, E. Grant and 10th. —St. James (English), Jefferson bet. W. Park and 10th.—St. Johns, Peninsular.—St. Paul's Evangelical (German), E. 12th and Clinton.—Trinity Evangelical (German), Williams Av. and Sellwood.—Zion's Evangelical (German), Chapman and Salmon.—Zion (Swedish), 620 Rodney Av.

Mennonite.

Mennonite, 313 Russell., res. H. Reisbiek.

Methodist—African.

Bethel A. M. E. Church, 68 10th N.—First A. M. E. Zion, Main and 13th.

Methodist Episcopal.

Rev. David H. Moore, D. D., Bishop of Oregon.—Centenary, E. Pine and E. 9th.—Central, Kerby and Russell.—Clarke, 18th and Raleigh.—First (Taylor Street), 3d and Taylor.—First (German), Hoyt and 15th.—First (Norwegian-Danish), Davis and 13th.—Grace, Taylor and 12th.—Milwaukie (German).—Montavilla.—Mt. Tabor.—Patton, Michigan av. and Carpenter.—St. Johns, St. Johns.—Second German, Rodney av. and Stanton.—Sellwood, E. 15th and Tacoma av.—Sunnyside, E. Yamhill bet. E. 35th and E. 36th.—Swedish, Borthwick and Beech.—Trinity, E. Grant and E. 10th.—University Park.—Woodlawn, E. 10th near Riggen.—Woodstock, Woodstock.

Missions—Danish Mission, Russell and Flint.—Japanese, 121 15th N.—Chinese, 207 Alder.

Methodist—Free.

Central, Central.— First Free, 333 E. 9th.

Missions—Portland Olive Branch Mission, 312 1st.

Methodist—Wesleyan.

Wesleyan Chapel, Central.

Presbyterian.

Calvary, 11th and Clay.—First, Alder and 12th.—Forbes, Sellwood and Gantenbein av.—Fourth, 1st and Gibbs.—Mizpah, Powell and 12th.—Mt. Tabor, Prettyman Sta.—St. Johns, 17th and Marshall.—Sellwood, E. 17th and Spokane av.—Third, E. Pine and 13th.—Trinity Presbyterian, Dakota bet. Virginia and Wisconsin.—Westminster, E. 10th and Weidler.

Presbyterian Missions — Arbor Lodge, Curtis and Bryant.—Chinese, 145½ 1st; night school, 7:30, except

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Young Men's Christian Association.

Young Women's Christian Association.

Saturday.—Chinese Home, 250 14th.—Kenilworth, Kenilworth Addition.—Men's Resort and Mission, Fourth and Burnside.—Piedmont, Cleveland av. and Center.—East View, Nashville Addition.

Presbyterian—Cumberland.

First, E. 12th and E. Taylor.

Presbyterian—United.

First and Montgomery, bet. 5th and 6th.—Grand Avenue, Grand av. and Wasco.

Roman Catholic.

Most Rev. Alexander Christie, D. D., Archbishop of the Diocese of Oregon, res. 16th and Davis.—Cathedral of the Immaculate Conception, 15th and Davis.—Church of the Holy Rosary, 375 Clackamas.—Church of the Immaculate Heart of Mary, Williams av. and Stanton.—Church of the Precious Blood, Montavilla.—Church of the Sacred Heart, 832 Milwaukie.—Milwaukie, services every third Sunday, 10:30 A. M.—St. Francis', E. Oak and E. 11th.—St. Joseph (German), 15th and Couch.—St. Lawrence, 3d and Sherman.—St. Michael's (Italian), 4th and Mill.—St. Patrick's, 19th and Savier.

Second Adventist.

Advent Christian, 250 Harrison; Charles Haffenden, elder.

Seventh Day Adventist.

Note.—Services of this denomination are held on Saturday instead of Sunday.—German Adventist Church, Skidmore and Mallory av.—Montavilla, Montavilla.—St . Johns, St. Johns.—Seventh Day Adventist Church, E. 11th and E. Everett.—Seventh Day-Adventist Church, 722 Mississippi av.

Swedenborgian.

Portland New Church Society, 228 6th; Charles W. Cottel in charge.

Unitarian.

First (Church of Our Father), Yamhill and 7th; free reading room open every afternoon and evening.

United Brethren.

First, E. Morrison and E. 15th.—Chinese Mission, 343 Yamhill.

United Brethren—Radical.

Cloverdale, 450 Mechanic.

Universalist.

First, E. 8th and E. Couch.

Union Gospel Missions.

Berea Mission, 271 2d.—Divine Healing Mission, 797 Mississippi av.—Gospel Hall, 9th and Davis.—Gospel Tabernacle, 355 2d.—Olive Branch Mission, 226 1st.—Pentecostal Gospel Mission, Grand av.—People's Christian Union, Alisky bldg.—St. John Gospel Mission, 162½ 2d; services every Sunday evening.

Salvation Army.

Salvation Army headquarters, 77-78 Worcester blk.—Corps No. 1, 265 Davis.—Corps No. 2, barracks E. 6th and E. Oak.—Corps No. 4, 128 1st.—Salvation Army Rescue Home, 762 Vancouver av.—Workingmen's Home, 48 2d N.—Industrial Home, E. 6th, s e cor. E. Oak.

Volunteers of America.

Post No. 1, 26 2d N.; Captain John Anderson in charge.

Religious Societies.

Alter Guild (Temple Beth Israel)—Apostolic Christian (German) Church, 70 E. 22d.—Children's Guild of Personal Service (Temple Beth Israel).—Jewish Ladies' Endeavor Society, meets quarterly Talmud Torah Synagogue.—Ladies' Auxiliary to Congregation Ahavai Sholom.—Ladies' Auxiliary to Temple Beth Israel.—Lovers of Zion.—Ministers' Association, meets first Mondays in Y. M. C. A. rooms.—Multnomah County Sunday School Association, meets annually.—People's Christian Union, Alisky bldg.—Portland Zionist Society.—State Spiritualist Association, 193 6th.—Spiritual Societies, meets at Abington bldg. Sunday, 11 A. M., and at 285 Crosby, and 193 6th, Sunday evenings.—Universal Brotherhood and Theosophical Society, United Portland Lodge, headquarters 126 12th; public meeting first Sundays, 8 P. M.

W. C. T. U.

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Portland Public Library.

Men's Resort.

Memorial, 2d Baptist Church; first and third Thursdays.—Albina, 312 Russell; Tuesdays.—Lucy Thurman Union, Wednesdays. — Sunnyside, first and third Thursdays.—University Park, second and fourth Tuesdays.—Young People's C. T. U., meets Y. M. C. A. rooms.

Y. M. C. A.

In its own building, 167 4th; rooms open daily. Sunday service, 3:30 P. M.—Young People's Union (Temple Beth Israel).

Y. W. C. A.

Free reading and resting rooms for women; open from 9 A. M. to 9:30 P. M.; noon lunch served at lowest rate.

LIBRARIES AND READING ROOMS.

A. & A. Scottish Rite Library, A. & A. S. R. Temple; A. O. U. W. Libary and Reading Room, A. O. U. W. Temple; Cathedral Library Association, 15th and Davis; Christian Science Reading Rooms, 3 Hamilton Bldg.; Directories of American Cities and State Gazetteers, 522 Marquam bldg.; Foresters of America Reading Room, 171½ 2d; Frazar Library and Free Reading Room, 346 Yamhill; Free Public Reading Room, 193 6th; Free Reading Room and Library, All Saints' Mission, 496 22d N.; I. O. O. F. Library, 141½ 1st.; Library Association of Portland, Stark, bet. 7th and Park; Men's Resort Free Reading Rooms, 66 6th N.; Multnomah Law Library, County Court House; St. Francis Library Assn., E. 12th and E. Pine; Y. M. C. A. Library and Reading Room, 167 4th; Y. W. C. A. Reading Room, 312 Oak.

HOSPITALS AND ASYLUMS.

Baby Home, Ellsworth, bet. E. 36th and E. 37th; office, Dekum bldg.; Mrs. Charles E. Sitton, president; Boys' and Girls' Aid Society, E. 29th, bet. E. Glisan and E. Hoyt, William T. Gardiner, superintendent; Children's Home, w. s. Corbett, nr. Gaines, under auspices of Ladies'-Relief Society, Mrs. P. J. Mann, president; Chinese Presbyterian Mission Home, 350 14th, Mrs. William S. Holt, matron; Columbia Sanitarium, 590 1st; County Poor Farm, Canyon road, nr. w. limits, D. D. Jackson, superintendent; Florence Crittenton Refuge Home, E. 31st, bet. E. Glisan and E. Hoyt; Good Samaritan Hospital, cor. 23d and Lovejoy, Mrs. Emma J. Wakeman, superintendent; Hydropathic Institute, 201 14th; Keeley Institute, 1st, sw. cor. Montgomery, G. M. Alvord, manager; House of the Good Shepherd, E. 20th and E. Irving; Mercy Home, 31 16th N.; Mt. St. Joseph Home for the Aged, E. 30th and E. Stark; Mt. Tabor Sanatorium for Nervous, Mental, Drug and Alcoholic cases; North Pacific Sanatorium, 20th, Glisan and Hoyt, a private hospital; Odd Fellows, Home, Holgate and 32d; Osteopathic Sanitarium, 614 4th; Patton Home for the Aged, 975 Michigan Ave.; Portland Sanitarium, West Ave., Mt. Tabor; St. Vincent's Hospital, Cornell, head of Hoyt; Salvation Army Rescue Home, 762 Vancouver Ave.; U. S. Public Health Marine Hospital Service, a ward of St. Vincent's Hospital.

FRATERNAL AND BENEVOLENT SOCIETIES.

A. F. & A. Masons.

Masonic Temple, n w cor. 3d and Alder. East Side hall, Burkhard Bldg. Grand Lodge A. F. & A. M.

AN IMPORTED CIGAR IN ALL BUT THE **PRICE**

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It is as Nearly Perfect as Quality of Todacco and Expert Workmanship can Make it.

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of Oregon. Masonic Temple; composed of Masters and Wardens of all the lodges in the city.

Subordinate Lodges—all meet in Masonic Temple unless otherwise stated.—Willamette, 2, first and third Mondays; harmony, 12, second and fourth Mondays; Mt. Tabor, 42, Burkhard bldg., second and fourth Thursdays; Washington, 46, Burkhard bldg., first and third Wednesdays; Portland, 55, first and third Fridays; Albina, 101, 271½ Russell, first and third Saturdays; Hawthorne, 111, Burkhard bldg., first and third Mondays; Columbia, 114, first and third Tuesdays.

Royal Arch Masons—Grand Chapter, Portland, 3, third Wednesday; Washington, 18, Burkhard bldg., second Wednesday.

Knights Templar—Grand Commandery of Oregon; Oregon Commandery, 1, second Thursday.

A. & A. Scottish Rite—All Scottish Rite bodies meet Tuesdays in Scottish Rite Cathedral; office, 214 Failing bldg.; Oregon Lodge of Perfection, 1; Ainsworth Chapter Rose Croix, 1; Multnomah Council of Kadosh, 1; Oregon Consistory, 1.

Nobles of the Mystic Shrine—Al Kader Temple, meets at the call of the Potentate.

Order of Eastern Star—Grand Chapter; Martha Washington Chapter, 14, Burkhard bldg., second and fourth Mondays; Myrtle Chapter, 15, second and fourth Fridays; Camelia Chapter, 27, 271½ Russell, second and fourth Saturdays; Corinthian Chapter, 54 second and fourth Wednesdays.

A. F. & A. M. (Colored).

Subordinate Lodges—Enterprise, 47, 230½ Yamhill, first and third Mondays; Prince Hall Lodge, 230½ Yamhill, Mondays; Euclid, 47, first and third Tuesdays.

Nobles of the Mystic Shrine—New Northwest Lodge, 2554, first Tuesday; Keystone Temple, 230 Larrabee St.

A. F. & A. Masons (Chinese).

129½ 2d, meet Saturdays.

Ancient Order of Foresters.

Court Portland, No. 8977, Alisky bldg., Thursdays; William Thompson.

A. O. U. W.

Grand Lodge — Regular meeting *(annually), third Tuesday* in July.

Hope No. 1—Saturdays, Alisky Hall, Third and Morrison sts.

Fidelity No. 4—Wednesdays, Logus Hall, East Washington and Grand avenue.

Industry No. 8—Mondays, Hirsch-Selling Bldg., Tenth and Washington streets.

Crescent No. 10 — Wednesdays, Brown Hall, Russell street, Lower Albina.

Pacific No. 17—

Portland No. 27—Fridays, Hirsch-Selling Bldg., Tenth and Washington streets.

Anchor No. 95—Tuesdays, Hunter Hall, East 34th and East Yamhill.

Sellwood No. 115—First and third Wednesdays, A. O. U. W. Hall, Sellwood.

Eureka No. 125—Tuesdays, Hill Hall, Williams avenue and Russell street, Upper Albina.

Upchurch No. 126—Wednesdays, Upchurch Hall, Seventeeth and Marshall streets.

Degree of Honor.

Evergreen No. 1—Second and fourth Wednesdays, Drew Hall, Second and Morrison streets.

Fidelity No. 14—Fridays, Logus Hall, Grand avenue and East Washington street.

Eureka No. 22—Second and fourth Tuesdays, Odd Fellows' Hall, Lower Albina.

Port-Indus No. 57—Wednesdays, Hirsch-Selling Bldg., Tenth and Washington streets.

Fraternity No. 89—Fridays, Upchurch Hall, Seventeenth and Marshall streets.

Brotherhood of American Yeomen.

Morning Star Homestead, 632, meets Mondays, Logus Hall; Portland Homestead, 916, meets Saturdays, 309 Alder.

B. P. O. Elks.

Portland Lodge, No. 142, Elks Hall, Marquam bldg., Thursday.

I. O. O. F.

Odd Fellows Temple, 1st and Alder, West Side; Odd Fellows Hall, Grand Ave. and E. Pine, East Side. Odd Fellows Hall Ass'n meets I. O. O. F. Temple. Subordinate Lodges meet at I. O. O. F. Temple, except otherwise noted; Samaritan, 2, Wednesdays; Hassalo, 15, Fridays; Orient, 17, Wednesdays, East Side Hall; Minerva, 19 (German), Thurs-

days; Industrial, 99, 271½ Russell, Mondays; Harmony, 106, 559½ Williams Ave., Wednesdays; Villa L., 124, Montavilla, Saturdays; Peninsula, 128, Hemstock's Hall; Grand Lodge of Oregon O. F. Temple, meets I. O. O. F. Temple, Portland, May 17, 1905; Odd Fellows Home, E. 32d and Holgate.

Rebekah Degree—Rebekah Assembly of Oregon.

Rebekah Lodges—Columbia, 3, first and third Saturdays; Acme, 32, second and fourth Saturdays; Utopia, 62, E. S. Hall, second and fourth Tuesdays; Omega, 67, E. S. Hall, first and third Tuesdays; Marietta, 72, Hemstock's Hall, University Park, second and fourth Tuesdays; Mt. Hood, 117, 557½ Williams Ave., second and fourth Tuesdays.

Encampments—Grand; Ellison, 1, second and fourth Tuesdays; Golden Rule, 28, E. S. Hall, first and third Thursdays.

Muscovites—Kremlin Baku, Odd Fellows' Temple.

G. U. O. of O. F.

New Northwest, 2554, Yamhill, se cor. 2d, Tuesdays; Household of Ruth, 844, Yamhill, se cor. 2d.

Knights of the Maccabees.

J. W. Sherwood, 517 Oregonian bldg., Portland, State Commander.

Tents—Portland, 1, Concordia Hall, Thursdays; Mt. Hood, 17, 245½ 17th N., Thursdays; Prospect, 45, Fulton, Fridays; Multnomah, 67, E. 7th and Stephens, Tuesday; Albina, 71, 129½ Russell, Mondays; Portsmouth, 82, University Park, first and third Tuesdays; Sellwood, 88, Firemen's Hall, Sellwood, Thursday; Montavilla, 96, first and third Thursdays.

Ladies of the Maccabees—Portland Hive, 7, 162 2d, first and third Mondays; Golden Rule Hive, 17, 265 Morrison, first and third Mondays; Queen Elizabeth Hive, 24 Grand Ave., se cor. E. Pine, second and fourth Thursdays; Willamette Hive, 171 Russell, every Friday.

Knights of Pythias.

Subordinate Lodges—Ivanhoe, 10, Marquam bldg., Mondays; Phalanx, 14, E. Pine, se cor. Grand Ave., Tuesdays; Calanthe, 21, 271½ Rus- Wednesdays; Oregon, 1, Mar- bldg., Tuesdays; Orpheus, 59, Frand ave., Thursdays; Port- Elks Hall, Fridays.

Rank—Section, 261.

Uniform Rank

2, Everett and 2..., Wednesday

Rathbone Sisters—Orphia Te 18, Alisky bldg., 3rd and Mor Saturdays; Ivena Temple, 20, quam bldg., first and third S days.

Knights and Ladies of Honor.

Prospect, 1881, 513 Vancouver Ave., second and last Mondays.

Knights and Ladies of Security.

Eureka Council, 204, 106½ 3d, Mondays; Security Council, 236, 129½ Russell, Fridays, Mirza Council, 521, 170½ 2d, Tuesdays; Anchor Council, E. 13th and Powell, Wednesdays

Modern Brotherhood of America.

Lily of the Valley Lodge, 817, Willamette Hall, Fridays; Multnomah Lodge, 873.

Modern Woodmen of America.

Oregon Fir Camp, 5085, 106½ 3d, Wednesdays; Evergreen Camp, 5466, Alisky bldg., Tuesdays; Oregon Spruce Camp, 5694, 271½ Russell, Fridays; Oregon Grape Camp, 6975, 245½ 17th N., Mondays; St. Johns Camp, 7546, Artisans' Temple, Portsmouth, second and fourth Tuesdays; Fraternal Sick and Accident Society, 617 Cregonian bldg.

Royal Neighbors of America—Marguerette Camp, 1440, Abington bldg., Thursdays; Mayflower Camp, 2197, Alisky bldg., Thursdays; Oregon Rose Camp, 245½ 17th N., Saturdays

Native Sons of Oregon.

Abernethy's Cabin, 1, Elks' Hall, first and third Thursdays; Clinton Kelly's 23, Odd Fellows' Hall, E. S., second and fourth Tuesdays; Native Daughters, Spaulding Cabin, 1, second and fourth Tuesdays, 40 E. 12th N.

National Union.

Meets second and fourth Fridays, in Auditorium.

Order of Pendo.

Guiding Star Council, 132, Willamette Hall, Saturdays.

Order of Washington.

Headquarters of the Supreme Union, 610-615 Marquam bldg.; Home Union, 1, under the direction of the Supreme Officers; Home Union, 3, Forresters' Hall, 171½ 2d st.; Saturdays; Nonpareil Union, 37, Oregon City, Wednesdays; Myrtle Union, 71, Ringler's Hall, 309 Alder st. Thurs- Vancou

Protected Home Circle.

Hall Circle, 301, meets last Monday evening in month, 615 Marquam bldg.

Pyramids.

Portland Council, 177, Cairo Council, 238; Brooklyn Council, 257.

Royal Arcanum.

Multnomah Council, 1481, 206½ 3d, second and fourth Tuesdays; Oregon Council, 1582, 206½ 3d, first and third Tuesdays; Willamette Council, 1983, 206½ 3d, first and third Thursdays; Mt. Hood Council, 1252, 91½ Grand Ave., first and third Tuesdays; Bull Run Council, 2094, 557½ Williams Ave., first and third Thursdays.

Royal Highlanders.

Oregon Castle, 304, Meets Wednesday, Elks' Hall, Marquam bldg.

Royal Tribe of Joseph.

Meets Thursdays in Willamette Hall.

Sons of Herman.

Grand Lodge O. D. H. S—Multnomah, 1, 230½ Yamhill, Tuesdays; Wilhelm Tell, 2, 171½ 2d, Wednesdays; Schiller, 3, 24½ Union Ave., Thursdays; Steuben, 4, 711 Williams Ave., Mondays; Thusnelda Sister Lodge, 1, 171½ 2d, second and fourth Thursdays; Hoffnung Sister Lodge, 2, 711 Williams Ave., first and third Tuesdays; Germania Sister Lodge, 3, cor. Hawthorne and Grand Aves., second and fourth Fridays; Kaiserin Augusta Sister Lodge, 5, 171½ 2d, first and third Thursdays.

United Artisans.

Oregon Assembly, 1, 109½ 3d, Tuesdays; Portland, 2, Grand Ave. se cor. Pine, Mondays; University Park, 3, Artisans' Temple, Wednesdays; Columbia, 4, 468½ Dekum Ave., Wednesdays; Multnomah, 5, Sellwood, Mondays; Albina, 8, 532 Williams Ave., Wednesdays; Brooklyn, 14, 162½ Second, Mondays; Mt. Tabor, 31, Base Line Road, Tuesdays; Fulton, 67, Wednesdays; Acme, 107, 861½ Corbett, Mondays; Golden Rod, 108, Hunter's Hall, Sunnyside, Wednesdays; Fram, 121, 206½ 3d, Fridays; Ruth, 137, 699 Savier, Tuesdays; Montavilla, 158, Odd Fellows' Hall, Montavilla, Tuesdays; Cecilian, 142, 855 Mississippi Ave.

Woodmen of the World.

The meeting place is Woodmen's Hall, 386½ Washington St., when *not otherwise stated.*

Portland Union Degree Camp, *Mondays; Board of* Relief, 386½ Washington, first Monday; Webf[illegible] 65, Fridays; Multnomah, 77, 112[illegible] 6th, Fridays; Portland, 107, Wed[illegible] days; Prospect, 140, Thursdays; [illegible] bina, 191, 271½ Russell, Thursda[illegible] George Washington, 261, Tuesda[illegible] Sunnyside, 319, Hunter's Hall, Thu[illegible] days; Prosperity, 396, 6th and Was[illegible] ington, Thursdays; Montavilla, [illegible] Mondays, I. O. O. F. hall; Mt. Tab[illegible] 316, W. O. W. Hall, Wednesday[illegible] Portland, 107, Wednesday; Woo[illegible] lawn, 775, I. O. O. F. Hall, Frida[illegible] Rose City, 776, 855 Mississippi Av[illegible] Tuesday.

Women of Woodcraft Circles—Th[illegible] Astra, 152, 386½ Washington, Thur[illegible] days; The Portland, 55, Abingto[illegible] bldg., Fridays; Mt. Hood, 151, 11[illegible] E. 6th, Tuesdays; Oregon Circle, 171[illegible] 532 Williams Ave., Mondays; Arbu[illegible] tus Circle, 273, 386½ Washington [illegible] Saturdays; Montavilla, 400, I. O. O. F. Hall, Montavilla, Wednesdays; [illegible] Nomah, 501, 112 E. 6th, Wednesdays; [illegible] Royal, 528, Abington bldg., Thursday Juanita, 275, Saturday, Abington bldg.; Mt. Tabor, 74, Thursday, Mt. Tabor W. O. W. hall; Winona, 576, Thursday, Woodlawn hall; Sacajawea, 590, Friday, Hunter's hall, Sunnyside.

Improved Order of Red Men.

Great Council of Oregon, meets at [illegible] Portland, Tuesday, July 18, 1905.

Subordinate Tribes meet at Red Men's Wigwam, 170½ 2d—Willamette, 6, Wednesdays; Minnehaha, 2, Thursdays; Chinook, 5, Mondays; Past Sachems Ass'n, room 8, Mulkey bldg., first and third Fridays.

Independent Order of Foresters.

Court Pacific, 1347, Elks' Hall, second and fourth Tuesdays.

Independent Order of Lions.

Supreme Lodge meets second Tuesday in January, 1905, at Portland. Subordinate Lodges—Home Lodge, 1, 206½ third Wednesdays; Portland Lodge, 4, Drew's Hall, Mondays; Greenman Lodge, 36, 171½ Russell.

I. O. B'nai B'rith.

Oregon Lodge, 65, 386½ Washington, second and fourth Tuesdays; North Pacific, 314 Tourney bldg., second and fourth Sundays; Portland, 416, 386½ Washington, first and third Tuesdays; Sabbato Morais, 464, 386½ Washington, first and third Sundays; Maccabee Auxiliary, 5, first and third Tuesdays.

Foresters of America.

Grand Court—Executive Council meets first Tuesday of January

April, July and October, 314 Washington.

Subordinate Courts—Mt. Hood, 1, 171½ 2d, Mondays; Columbia, 2, 171½ 2d, Fridays; Multnomah, 3, 171½ 2d, Mondays; Webfoot, 4, 171½ 2d, Tuesdays; Germania, 5, 230½ Yamhill, second and fourth Thursdays; Scandia, 7, 171½ 2d, Thursdays; Concordia, 53, Keller hall, 1st and Madison sts., 1st and 3d Monday.

Companions of the Forest—Portland Circle, 93, 171½ 2d, Wednesdays; Autumn Leaf Circle, 764, 230½ Yamhill.

Grand Army of the Republic.

Department of Oregon—Headquarters 404 E. Washington.

Subordinate Posts, meet at G. A. R. Hall, except otherwise noted—George Wright, 1, Fridays; Lincoln-Garfield, 3, first and third Tuesdays; Sumner, 12, 24½ Union Ave., Saturdays; B. F. Butler, 57 Sunnyside, Saturdays.

Women's Relief Corps—George Wright, 2, Fridays; Lincoln Garfield, 19, first and third Tuesdays; Sumner, 21, 33½ Grand Ave., first and Third Saturdays.

MISCELLANEOUS ORDERS.

Clan Macleay, 122, Elks' Hall.

Order of Scottish Clans, second and fourth Mondays.

Evening Star Grange, 27, Multnomah Independence Hall, first Saturday.

Fraternal Order of Eagles, 171½ 2d, Fridays.

Indian War Veterans, Grand Encampment, 141½ 1st; Multnomah Camp, 2, meets City Council Chamber, third Saturday in November and December.

Loyal Legion of the United States, Military Order of the Commandery of Oregon, 718 Oregonian bldg., meets at call of Recorder.

Royal Tribe of Joseph, 170½ 2d, Thursdays.

St. Andrew's Society, Hotel Portland, meets third Tuesday from September to May.

St. Anne's Benevolent Society, meets monthly.

National Union, Mt. Hood, 285, 206½ 3d, second and fourth Fridays.

Sons of the American Revolution, George H. Williams, pres.

and Daughters Indian War ..., 285 Crosby, meets third ..., monthly.

... Harrington Hampton Tribe of Ben Tuesday.

U. A. O. D., Italia Grove, 2, Eagle Hall, first and third Saturdays.

Fraternal Brotherhood—Portla Lodge, 209, 326½ Washington; Le and Clark Lodge, 367, 326½ Wa ington.

Fraternal Order of Hawks—Por land Nest, 2 (colored), 230½ Yam hill, first and third Sundays.

Fraternal Union of America—Equity Lodge, 56, 170½ 2d, Wednesdays; Albina, 470, Mair blk., Saturdays.

MISCELLANEOUS SOCIETIES AND CLUBS.

Ancient Order of Hibernians, A. O. of H. Hall, Union blk., Division 1 and Division 3, meet at 91 1st.

Altar Societies—Cathedral Altar Society, 16th and Everett; St. Francis Altar Society, 42 E. 11th; Catholic Ladies' Aid Society, 15th and Davis; Immaculate Heart Altar Society, Stanton and Williams Ave.

Catholic Knights of America—St. Mary's Branch, 205, 15th and Couch.

Catholic Order of Foresters—Cathedral Court, 326½ Washington; Immaculate Heart Court, Williams Ave. and Stanton; St. Francis Court, E. Pine and E. 12th.

Young Men's Institute—Portland Council, 56, 322½ Washington.

Knights of Columbus—Portland Council, 678, Elks' Hall.

Afro-American League, 10th, cor. Everett, first and third Tuesdays.

Afro-American Protective Ass'n, 30 Concord bldg., Thursdays.

American-Born Chinese Ass'n, 10 Mulkey bldg, Saturdays.

Arion Society, 231½ Oak, first Wednesday.

Arlington Club, West Park, nw cor. Alder.

British Benevolent Society.

Caledonian Club, Alisky Hall, second and fourth Saturdays.

Central Democratic Club, 600 Chamber of Commerce bldg.

Chamber of Commerce of Portland, Chamber of Commerce bldg.

City Board of Charities, 213 4th.

City Press Club of Portland, Marquam bldg.

City and County Medical Society, Portland Hotel, first and third Wednesdays.

Columbia River Loggers' Ass'n, 502 McKay bldg.

Commercial Club, eighth floor Chamber of Commerce bldg.

Concordia Club, 1281 6th

County Steamship Ass'n.

Cristofero Colombo Benevolent Society, 224 Madison, second Saturday.

Dairymen's Protective Ass'n, 205 2d.

Der Danske Forening (Danish Aid Society), 12 A. O. U. W. bldg.

Deutscher Militar Verein, 230½ Yamhill, second and fourth Fridays.

Equal Suffrage Ass'n, 402 Market, meets at the call of the president.

Exempt Firemen's Ass'n, City Hall, meets quarterly.

First Hebrew Benevolent Ass'n, 12th, sw cor. Main, first Sunday.

Fraternal Brotherhood, Portland Lodge, 209, 422 Chamber of Commerce, second and fourth Tuesdays.

Fraternal Sick and Accident Society, Oregonian bldg., first Monday.

German Aid Society.

German Eintracht Society, 414 Morrison, first and third Monday.

Homeopathic State Medical Society of Oregon.

Harmony Society,.

John Burroughs Bird Society, City Hall, second and fourth Tuesdays.

Judith Montefiore Society, auxiliary to Beth Israel Congregation, 12th, sw cor. Main.

Kate Wheelock Whist Club, 386½ Washington.

Ladies' Hebrew Benevolent Society, 12th, sw cor. Main.

Ladies' Relief Society, Alder, sw cor. 12th, first Tuesday.

League of American Wheelmen, 246 Stark.

Manufacturers' Ass'n of the Northwest, 308 Chamber of Commerce.

Mazamas, 615 Chamber of Commerce.

Multnomah Amateur Athletic Club, Chapman, head of Morrison.

Multnomah Engine Co. Benevolent Ass'n, meets annually and at the call of the president.

Municipal League, 12 Labbe bldg.

Musicians' Mutual Ass'n, 214-215 Chamber of Commerce bldg.

Needlework Guild of America.

Northwestern Theatrical Ass'n, 310 Marquam bldg.

Oregon Bar Ass'n, meets third Tuesday in November in U. S. courtroom.

Oregon Bicycle Club, 303 Dekum bldg.

Oregon Camera Club, 510 Macleay bldg.

Oregon Children's Home Society, 606 Marquam bldg.

Oregon Historical Society, meets quarterly in City Hall.

Oregon State Audubon Society.

Oregon Humane Society, meets first Friday.

Oregon Livestock Breeders' Ass'n, 8 Hamilton blk.

Oregon Pioneers' Ass'n., meets annually, June 15.

Oregon Prisoners' Aid Society, 821 Corbett.

Oregon State Conference of Charities and Corrections, 213 4th.

Oregon State Federation of Labor, 232½ Washington.

Oregon State Medical Society.

Oregon State Press Ass'n.

Oregon State Steamship Ass'n, 334 Weidler.

Oregon Wholesale Grocers' Ass'n, 7 1st.

Oregon Yacht Club, foot Ellsworth.

Pacific Coast Baseball League, cor. 24th and Vaughn.

Portland Art Ass'n, 2d floor Library bldg.

Portland Board of Trade, 2d floor Chamber of Commerce bldg.

Portland Board of Fire Underwriters, 109 Sherlock bldg.

Portland Federated Trades Council, A. O. U. W. Temple.

Portland Federation of Women's Clubs.

Portland Gruetli Verein, A. O. U. W. Temple, second Friday.

Portland Hibernian Benevolent Society, No. 1, 332½ Washington, first Monday.

Portland Rowing Club, club house foot E. Morrison.

Portland Seamen's Friend Society, 224 Stark.

Portland Sketch Club.

Portland Social Turn Verein, 174 4th, third Thursday.

Portland Whist Club, 420 Marquam bldg.

Portland Women's Club, 386½ Washington.

Portland Women's Union, 510 Flanders.

Retail Grocers' Ass'n, 730 Chamber of Commerce bldg.

Retail Liquor Dealers' Union, Alisky bldg., third Wednesday, 2 p. m.

Sisters of Israel, meet monthly in Talmud Torah Synagogue.

Sons and Daughters of Oregon Pioneers.

Southern Pacific Band, headquarters S. P. shops.

Synnyside Boys' Brigade, E. Yamhill, bet. E. 34th and E. 35th.

Swedish Society Linnea, Alisky Hall, Fridays.

Swiss Aid Society, Commercial blk., directors meet second Saturday.

Swiss Ladies' Aid Society, meets first Thursday.

Schwaben Verein, Portland, 230½ Yamhill, meets first and third Fridays.

Third Regiment Band, the Armory.

Temple Beth Israel, 12th, sw cor. Main.

Travelers' Protective Ass'n, 301 Macleay bldg.

United Commercial Travelers, 214 1st.

University Club, 420 Failing bldg.

Veteran Volunteer Firemen's Association, City Hall, first Sunday.

Visiting Nurse Ass'n, 213 4th.

Waverly Golf Club, Riverside Links and Club House, Sellwood.

Western Oregon Missionary Society, 201 2d.

Willamette Harbor, No. 23, Ass'n of Masters and Pilots of Steam Vessels, 43½ 2d, meets first and third Tuesdays.

Willamette and Columbia River Pilots, 43½ 2d.

CEMETERIES.

Ahavai Sholom (Jewish), adjoining Greenwood Cemetery; Beth Israel (Jewish), Taylor's Ferry rd. S. Portland; B'nai B'rith (Jewish), adjoining Greenwood Cemetery; G. A. R., in Greenwood Cemetery; Greenwood Masonic, Boone's Ferry road S. Portland; I. O. O. F., in Greenwood Cemetery; Lone Fir, E. Stark; Mt. Calvary, Barnes road, 1 mile w. of city limits; Nevah Zedeck, Talmud Torah, Mount Zion; Riverview, w. s. Macadam rd, near city limits; St. Mary's (Catholic), E. Stark.

CREMATORIES.

Portland Cremation Association, crematory located on the line of O. W. P. & Ry., nr. Sellwood; City Garbage Crematory, Guild's Lake, nr. 25th N.

RIVER STEAMER LINES.

Dalles, Portland & Astoria Navigation Co. (Regulator Line); dock, ft. Alder; steamers daily except Sunday to The Dalles, via Columbia River and Cascade Locks.

J. Kellogg Transportation Co.; dock, ft. Salmon; steamer daily for Kelso, Toledo, Wash., and way points; for St. Helens, Kalama and inier.

ewis River Transportation Co.; k, ft. Taylor; Jacob Kamm, presit; steamers for Lewis and Lake er points daily except Sunday.

regon City Transportation Co c, "

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for Oregon Cit, four miles

summer months.

O. R. & N. Co.; dock, ft. Ash; steamers for Astoria and way points daily except Sunday; for Ilwaco during summer; for Dayton, Salem, Albany and Corvallis daily except Sunday, winter months.

Steamer Ione, ft. Wash. st., for Washougal and way landings daily except Sunday, 2:30 p. m.

Shaver Transportation Co.; dock, ft. Washington; steamer for Clatskanie and way points Thursdays 6:30 a. m., Oak Point and way points Mondays 6:30 a. m.

La Center Transportation Co.; dock foot of Oak; steamer Leona, La Center and way landings daily, except Sunday.

Vancouver Transportation Co.; general offices, 263½ Yamhill; dock, ft. Taylor; Jacob Kamm, president; Charles T. Kamm, superintendent; steamer Lurline, Astoria and way points, daily except Sunday; steamer Undine for Vancouver and way points, daily except Sunday.

Washougal & La Camas Transportation Co.; dock, ft. Washington; steamer Ione, daily for Washougal and way points; steamer Jessie Harkins, daily for St. Johns.

Western Transportation & Towing Co.; dock and office, ft. Oak; steamer Annie Comings; irregular trips.

Lewis River Transportation Co.; steamer Mascot; dock ft. Taylor st.; daily except Sunday 3 p. m., Woodland, Ridgefield and way points.

Steamer America; dock ft. Washington St.; daily for St. Helens via Willamette Slough, 2:30 p. m.

Steamer Iralda, ft. Taylor st., daily except Sunday for Rainier and way points.

OCEAN STEAMSHIP LINES.

Northern Pacific Steamship Co.; 252 Oak St.; Frank Woolsey Co., agents; steamship every 15 days from Tacoma, Wash., for China and Japan.

Oregon Steamship Co.; 252 Oak St.; Frank Woolsey Co., agents; monthly for Europe via Oriental ports.

Boston Steamship Co. and Boston Tow Boat Co.; 252 Oak St.; China, Japan and Siberia.

China Mutual Steam Navigation Co.; 252 Oak St.; Europe via Ori-

for Coos Bay, Humbolt Bay and San Francisco.

Oregon Railway & Navigation Co.; ticket office, Third and Washington; ocean steamer every five days for San Francisco.

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December 31, 1901,	399,590.06
December 31, 1902,	627,683.29
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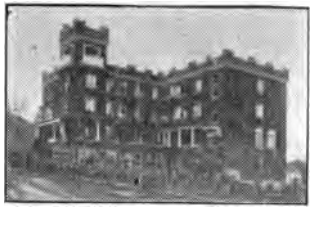

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